

# AMERICAN RAILROAD JOURNAL

AND

## IRON MANUFACTURERS' AND MINING GAZETTE.

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### American Railroad Journal.

New York, Saturday, November 20, 1875.

#### Baltimore and Drum Point Railroad.

At a meeting of the directors of this company held in Baltimore on the 15th inst., a proposition from Henry S. Welles, of New York, to build the road, was considered and accepted. Mr. Welles offers to build the road from Baltimore to Annapolis by the shortest and most practicable route, and from Annapolis to or near Drum Point, at the mouth of the Patuxent river, in all 70 miles, in twelve months from the time Baltimore city and Anne Arundel and Calvert counties make good endorsements and subscriptions. The board decided to present a memorial to the mayor and city council asking the city to endorse the bonds of the company for \$500,000, \$200,000 to be endorsed when the road is built from Baltimore to Annapolis, \$150,000 when it reaches Mt. Zion, in the lower part of Anne Arundel county, and \$150,000 when the road is completed.

Anne Arundel county has voted \$200,000 and Calvert county \$100,000 to the stock of the company, and their county commissioners, it is expected, will officially subscribe those amounts in a short time. The stockholders of the company

have agreed to increase their private subscription to the stock to an amount which, with their present subscription, will make a total of \$300,000. The State subscription for this work was \$150,000, of which \$25,000 has been used, leaving \$125,000 available. The amount thus contemplated to be obtained for building the road, including bonds and subscriptions to the stock, is \$1,225,000, a sum sufficient to complete the work. The road has been located, and six miles of the bed graded.

#### Railway Progress in New Brunswick and Nova Scotia.

The St. John News, in noticing the opening of another link of the Intercolonial Railway, says:

Step by step we are obtaining direct railway communication with our neighbors. But a few years ago our railway system had connection with that of no other Province or State, and the deficiency was painfully felt. But by one means or other the case is greatly altered to day, and will be still more so in a comparatively short time. The steps already taken in this direction are easily traced. First came connection with the United States Railway system by means of what was called the Western Extension railroad. This important work is involved in some difficulty just now, but it proved a great boon to our people, and will no doubt continue to render important service to New Brunswick. After the establishment of direct railway connection between New Brunswick and Maine, came the completion of the link between Moncton and Truro which placed the railway system of New Brunswick in connection with that of Nova Scotia. And now we have all but direct railway communication between New Brunswick and Quebec, the link being opened between Moncton, the centre of the railway system of New Brunswick and Nova Scotia, and Campbellton on the very borders of Quebec. And in a short time the link between Campbellton and a station of the Grand Trunk Railway on the right bank of the River St. Lawrence, will be thrown open for traffic. Ere a great while we shall have railway connection with Quebec also by way of the upper valley of the St. John, and with Maine by a southern route. We shall likewise have railway extension in the direction of Prince Edward Island. "A silver strip of sea" prevents absolute connection with the Island, but it does not prevent the building of a branch line from a point on the Intercolonial to the extremity of Cape Tormentine, the nearest position of New Brunswick to Prince Edward Island, and such a branch without question we shall have at no distant day.

But meanwhile we must rejoice at the new link

just added to our railway chain. It may be safely claimed as the finest piece of railway work yet accomplished in America. It will serve most important ends, Local, Provincial, National and Imperial. A large portion of the country traversed by it is naturally one of the richest and most beautiful in North America. Its resources of the forest, field and sea are great, and the iron way now thrown open to traffic will greatly aid in their development.

#### The New Railroad between New York and Philadelphia.

The contest going on in the New Jersey courts about the new railroad bridge across the Delaware River at Yardleyville is interesting to New York and Philadelphia people because over this bridge will run the cars of the new railway line shortly to be opened between the two cities. The road, which is 88 miles in length, will be composed of sections of the North Pennsylvania, Central of New Jersey and Bound Brook Railroads. Track laying is now going forward on the new sections of the line, and the company expect to open it for travel early in the spring. An obstacle has recently been thrown in their way in the form of an application by the attorney general of New Jersey for an injunction to prevent the completion of the bridge, on the ground that it is a nuisance and an obstruction to navigation. All the piers of the bridge were completed and the superstructure partly in place before the attorney general moved in the matter. President Comly, of the North Pennsylvania Railroad Company, says that the structure will be finished within thirty days, and does not apprehend anything from the final decision of the points raised by the attorney general.

Alluding to the prospective early opening of the new line, the Philadelphia correspondent of the New York Tribune says:

"The Pennsylvania Company will have a strong rival for the immense traffic between the two cities—a rival with terminal facilities in Philadelphia and in Jersey City as good as its own, but with no Western or Southern connections here. The competition will of necessity be confined to that traffic at first, but it will not be long before the new line will be seeking a connection with the Philadelphia, Wilmington and Baltimore railroad in order to make an alliance with the Baltimore and Ohio Company, and thus get a share of Western freight business. In the end one may expect to see a struggle between President Garrett and

President Scott for the possession of the new road Mr. Garrett will naturally see in it his long desired outlet to New York, and Mr. Scott will regard it as an annoying and possibly a dangerous rival."

#### Great Western Railway of Canada.

##### REPORT OF THE DIRECTORS.

During the last half year the directors have steadily pursued the policy which, from the first, they marked out for themselves, and for which they obtained the sanction of the shareholders. That policy was stated to be to maintain the line and rolling stock in a condition fit to receive increased traffic on the revival of trade; to discountenance unnecessary competition, by cultivating friendly relations with the neighboring companies; to curtail capital expenditure, limiting it to the completion of the branches to which it was found that the company had been committed, and to necessary improvements of the existing system; and to reduce working expenses to the utmost degree consistent with safety and the maintenance of the property. In carrying out this policy, the circumstances of the year 1875 have exhibited unusual difficulties. The severe competition both for local and through traffic, which had been in course of development for some time (though partly checked in the early spring) was fully explained to the shareholders in April last. The commercial depression which still overspread the United States had extended to the Dominion of Canada; and the results of the good European harvest of 1874 were seen throughout the half year, in the reduced transportation of grain from the West for shipment at the Atlantic ports. In addition to these disadvantages to the company, the weather during the first four months was more severe than had been known in Canada and the United States for many years. On the northern parts of the company's system the traffic was for weeks entirely suspended; and the ferry transit at Detroit was only kept open with great difficulty, and at heavy cost, while that at Sarnia was altogether closed for some time.

The earnings of the half year amounted to £411,187, i. e., about £105,000 less than those of the corresponding period of 1874. This great falling off is mainly due to the very low rates on through traffic, both freight and passenger. While the number of through passenger was less by only 8 per cent., the receipts from this class of business show a reduction of 20 per cent. The weight of through freight and live stock diminished by only 74 per cent., but the receipts by nearly 25 per cent. The rates and fares obtained in the half year ended July, 1874, if in force during the half year now under notice, would have increased the total gross receipts by £84,000. Those obtained in the half year ended July, 1873, would have increased them by a further amount of £34,000; so that, without any addition either to the volume of the traffic on the one hand, or to the working expenses on the other, £135,000, instead of £17,000, would have been carried to net revenue account.

The reduction in working expenses has been continuously and satisfactorily pursued, and is still in progress. These expenses amounted in the last half year to £393,793, or about £42,000 less than in the corresponding period of 1874. The cost per train mile has been reduced from 5s. 3d. to 4s. 9d., a lower rate than has been reached for some years. This economy has been effected at a time when the volume of traffic has but slightly diminished, the passenger mileage (that is, the number of passengers carried one mile) having only decreased about 4 per cent., and the freight mileage (that is, the number of tons carried one mile) having decreased less than 6 per cent. The diminution in expenditure is due partly to great vigilance in the ordinary working of the train service, but mainly to large reductions in the redundant staff of the various departments, the salaries and wages of the half year being less than those of the corresponding period in 1874 by about 18 per cent. Since the close of the half year these reductions have been carried still further.

But the staff may now be considered in a satisfactory and efficient condition, and capable of dealing with a considerably increased business. The directors, however, are not satisfied that the lowest point of working expenses has yet been reached; and their attention, and that of the general manager, has been for some time past directed to economies in the purchase and consumption of stores, especially of fuel. The result of these economies does not appear so quickly in the accounts as the reduction in the staff, but it will be apparent in the current and future half years. Further savings through diminution of the train mileage are also contemplated by the general manager, and arrangements are being made for reducing the heavy agency expenses in the United States. The "general charges," although somewhat less than in the half year immediately preceding, are still in excess of those of the half year ended in July, 1874. This increase is partly due to the special and exceptional payments arising out of the change of management in Canada; and the total charge will be considerably less in future.

The main line and the rolling stock are in an efficient condition. Steady progress is being made in the substitution of steel for iron rails where necessary in the branches and the subsidiary lines. The rolling stock is ample for a very large increase of traffic.

The company's amicable relations with the connecting American lines have been maintained, and they are especially satisfactory in respect of the New York Central, the Erie and the Michigan Central railroads, with the executive officers of which lines the President has recently conferred. The directors have the satisfaction of stating that, in compliance with the resolution adopted by the shareholders at the last meeting, negotiations were carried on during the spring with the Board of the Grand Trunk Railway Company, and that in the month of July an arrangement was made, subject to confirmation at the present half yearly meetings, under which the general managers of the two companies were to meet and gradually adjust percentages for the apportionment of traffic between places served by both lines, transmitting from time to time the schedules for the approval of the respective boards. A resolution authorizing this arrangement will be submitted at the special meeting. The directors of this company, while fully alive to the difficulties which have to be surmounted in completing the subsidiary agreements, and especially to the importance of in no way prejudicing the traffic exchanged with the American companies, will use their utmost exertions to bring this important business to an early conclusion. With reference to the Detroit and Milwaukee Company, the directors have to announce that under the suit in Chancery commenced by the bondholders for the foreclosure of the mortgages and the sale of the line, Mr. Trowbridge, the late President of the company, has been appointed receiver, and he is now in charge of the property. After the failure of the proposal by this company, referred to in the last report, a new scheme was put forward by the English bondholders' committee, but it is still uncertain whether it will be accepted by the bondholders generally. Meanwhile the interests of the Great Western Company are being carefully watched, and this subject was one to which the President directed his special attention when in America.

The agreement with the Wellington, Grey and Bruce Company, confirmed by the Shareholders at the last meeting, is being duly carried out. The *pari-passu* bonds have been issued to this company, and the line, in so far as its working is concerned, is now practically a branch of the Great Western. It will be necessary to relay gradually the whole of this line with steel rails; and consequently, although the directors are curtailing its capital expenditure to the utmost extent, it is probable that the outlay necessary to bring the road to a proper state of efficiency may somewhat exceed the amount of the bonds appropriated to this purpose. The construction of the London, Huron, and Bruce Railway is being proceeded with, and the line will probably be opened

at an earlier date than was anticipated when the works were commenced. At the last half yearly meeting power was given to the directors to subscribe for the London, Huron and Bruce bonds guaranteed to a maximum amount of £190,000 under the resolution of the shareholders in October, 1874. The Great Western, under the authority of the shareholders, are also holders of the Wellington, Grey, and Bruce *pari-passu* Bonds, above referred to, amounting to £74,000, and of bonds in the same company acquired by semi-annual drawings under the former traffic agreements. It is evidently desirable that instead of offering these securities to the public the directors should have power, when necessary, to issue from time to time an equivalent amount of their own authorized bond capital, and a resolution to this effect will be submitted to the shareholders. The power so conferred will only be exercised to the extent absolutely required.

The auditors have for many years urged upon the directors the propriety of establishing a permanent way renewal fund. This most difficult subject was one of the first which came under the consideration of the present board after they took office in 1874. In the last half year's report the directors expressed a hope that they would be able to determine a proper basis for such a fund, and the President explained at the meeting that the fund should provide, not only for the relaying of the line and branches with steel, but for the substitution of permanent iron and stone bridges for those in wood exceeding a certain span. The officers have fully reported on this subject, which the President personally investigated with them in Canada. The directors have now arrived at the conclusion that a fund, to be provided by setting aside semi-annually from revenue a sum equivalent, upon the present train mileage, to about £30,000, will meet the charge properly falling on revenue during the next twenty years, both for renewing the bridges in iron and stone and for the cost of steel rails. This charge will have to be distributed over the Great Western line proper, and some of its leased lines. The difference between the cost of renewing the bridges in wood, and in stone and iron, will be charged to capital. This is estimated to amount to an average half yearly charge of £7,500 for twenty years. It appears to the directors that the Locomotive Renewal Fund has accumulated more rapidly than the prospective demands upon it justify; and it will be a subject for careful consideration whether some modification of the mileage rate, upon which this charge has hitherto been based, cannot safely be adopted. The Car Renewal Fund appears to be in a satisfactory condition.

The report, approved by the shareholders in April last, informed them that it had been decided to reorganize the management in Canada, substituting for the Canada board and executive a general manager responsible directly to the London board, and that Mr. Frederick Broughton had been appointed to this important office. Mr. Brydges, who had consented to take charge of the company's affairs for six months until the new general manager could take up his office, and who executed the commission entrusted to him with great ability, handed over his charge to Mr. Broughton a few days before the end of the half year. The directors are glad to be able to express their entire approval of the proceedings taken by Mr. Broughton since he assumed office.

The following is the usual summary of the accounts which are rendered in the form prescribed by the Imperial "Regulation of Railways Act, 1868." Both the capital and revenue accounts are for the first time stated in sterling, only reduced to a gold basis. They cannot, therefore, be in all respects compared with those of former half years; and this is especially the case with reference to the gross revenue receipts. The receipts in American currency have been subject to a greater depreciation than in the corresponding period of 1874, the average rate of conversion having been 116½ as compared with 112½. The cash receipts on capital account during the half



year to 31st July, 1875, amounted to £224,658 13s. 11d., as follows:

Share account:	
Nominal amount of second and third instalments on 44,876 new shares, issued at the price of £10 per each £20 10s. share.....	£459,981
Less received on account of second instalment, as per last half year's report	30,734
	£429,247
Final instalment on 6,987 new shares paid in full and converted into original shares .....	38,808
Received on account of final instalment on balance of 87,889 new shares.....	15,179
	£490,234
Deduct calls in arrear.....	£1,823
Proportion of discount on instalments received.....	253,940
	255,763
	£224,471
Preference stock:	
Balance of calls received.....	113
Debtenture stock:	
On account of remaining instalments...	475
	£225,059
Less bond account:	
6 per cent bonds due 15th Nov., 1873, paid off.....	400
	£224,659

The total charges to capital account, during the half year, amounted, as per statement No. 4, to £346,761 7s. 8d., but this includes the sum of £253,940 10s. 3d., representing the proportion of discount on the instalments of the new issue of shares maturing during the half year, and £48,521 invested in the bonds and stock of the Wellington, Grey and Bruce Railway, under the various agreements, leaving £44,300 expended for the general purposes of the railway. This latter sum includes £27,554 for amounts expended in previous half years, now transferred from the balance sheet. The balance, £16,746, representing the cash expenditure during the half year, is fully detailed in statement No. 5. The total capital expenditure to July 31, 1875, amounted to £8,883, 547 9s. 5d., leaving a balance at credit of that account of £521,046 10s. 3d. The receipts and expenditure on revenue account for the half year have been as follows:

Gross receipts reduced to a gold basis..	£411,188
Working expenses, including renewals, rents, taxes, and all revenue charges.	393,793
	£17,394
Interest on bonds and debtenture stock .....	£98,862
Loss on working leased lines...	19,988
Proportion of charge for depreciation account.....	6,500
	£125,350
Deduct amount to credit of general interest account.....	681
	124,669
	£107,275
Add deficit on January 31, 1875.....	34,288
Total.....	£141,563

On the other hand, the locomotive, car, ferry steamers, and insurance funds, which have been formed by deductions from revenue, are in credit £105,368. The unpaid dividend accumulated on the 5 per cent preference stock, to 31st July, 1875 amounts to £27,122. The gross traffic on the main line and branches (excluding the Galt and Guelph, the Wellington, Grey and Bruce, and London and Port Stanley Railways) amounted to £411,188, as compared with £516,536 in the cor-

responding half year, showing a decrease of £105,348. This decrease may be classified as follows:

Decrease in passenger earnings.....	£19,422
Decrease in freight and live stock earnings .....	82,280
Decrease in mails, express freight and rents .....	3,646

Total decrease.....£105,348

The earnings and working expenses per train mile compare during the last six half years as follows:

Half year ended	Earnings.	Working Expenses.
31st Jan., 1873.....	7s. 4½d.	5s. 1½d.
31st July, 1873.....	7s. 1 d.	2s. 2½d.
31st Jan., 1874.....	7s. 0½d.	5s. 2½d.
31st July, 1874.....	6s. 3½d.	5s. 3½d.
31st Jan., 1875.....	6s. 8½d.	5s. 4½d.
31st July, 1875.....	4s. 11½d.	4s. 9½d.

The earnings and working expenses for July, 1874, and July, 1875, are exactly reduced to a gold standard. Those of the other half years are approximate, but the difference will be slight. The movement of the several renewal funds has been as follows:

	Balance 31st Jan., 1875.	Credit during half year.	Balance 31st July, 1875.
Ferry steamers renewal fund.....	£17,194	£3,016	£20,210
Locomotive renewal fund.....	66,037	11,564	77,601
Car renewal fund.....	5,056	845	5,901
Insurance fund...	1,104	552	1,657
	£89,391	£15,787	£105,368

The change of gauge account has now been finally adjusted, and £19,497, the proportion of this expenditure properly appertaining to capital, has been charged in the present accounts. Revenue has been debited in account No. 9 with the usual sum of £9,100, leaving a balance of £7,452 still to be charged in the current half year. This will finally close the account. The working of the leased lines has entailed a loss to revenue for the half year of £19,988. Of the above sum no less than £16,101 arises from the Wellington, Grey and Bruce Railway. This is greatly attributable to the defective manner in which the line was originally constructed, involving increased cost of maintenance and renewal of way. Under the traffic agreements, 20 per cent of the additional earnings from traffic interchanged with this railway during the half year (amounting to £3,653) has to be invested in its bonds. As stated at the adjourned meeting on the 9th September, 1874, when the election of the present directors was settled, there will be no vacancies at the board to be filled up this year. The auditors, John Young, Esq., and Thomas Adams, Esq., go out of office, and are eligible for re-election.

In the last half year's report, reference was made to the Great Western Amendment Act of 1875, reducing the number of the directors to not less than six, and increasing their qualification. The shareholders will be asked at the special general meeting to fix the number of the board, for the present, at seven directors, four to be a quorum, and to determine how many shall go out of office in each year.

On behalf of the board of directors,

HUGH C. E. CHILDERS, President.  
London, 26th October, 1875.

At the annual meeting of the Hannibal and St. Joseph Railroad company, held at Hannibal, Mo., on the 1st of November, the following gentlemen were elected directors: H. H. Baxter, N. L. McCready and J. Vanschalck, re-elected. These gentlemen are all residents of New York. The retiring directors are A. W. Lamb and P. H. Koehner.

#### Progress of Railroads.

It is expected that the through rail line between Fall River and Providence will be opened by the latter part of the present month.

The rails on the Delaware Shore Railroad, New Jersey, have been laid as far as Paulsboro, about twelve miles below Camden.

The railroad along the west shore of Lake Champlain from Whitehall to Plattsburg, has been completed. It gives better access to the Lake Champlain iron region, and completes a new line from New York to Montreal.

The Knoxville branch of the Chicago, Burlington and Quincy Railroad, extending from Albia, on the Burlington and Missouri River Railroad, to Knoxville, Iowa, has been completed. The new road is 33 miles in length, and is on the direct line to Des Moines. The road opens up a new tract of country, and will undoubtedly prove a valuable feeder to the main line.

The London, Huron and Bruce Railway was opened on the 7th inst. as far as Clinton. The ballasting is progressing rapidly, and the line will be in efficient working order next spring.

Ten thousand tons of Esquimaux steel rails for the Canadian Pacific Railway will be loaded at Halifax during the approaching winter.

The Southern Pacific Railroad have completed grading from San Geronio Pass to Indian Wells, in the Colorado desert, fifty miles out, and are pushing on for the Colorado.

The rails on the Emmitsburg Branch Railroad, the bed of which has been graded and bridged for five or six years, have been laid from its divergence from the Western Maryland Railroad at Rocky Ridge, or near that point, to Emmitsburg, a distance of seven miles.

It is proposed to extend the Worcester and Somerset Railroad, on the Eastern Shore of Maryland, to the seaside, in order to open up a new route to the oyster beds of Chincoteague Island and adjacent waters.

Mr. H. T. Keith, of Boston, who has charge of the surveying party at work in the vicinity of Great Barrington, Mass., for the Massachusetts Central Railroad, says that the road is sure to be carried through, the object being to make a shorter avenue for coal and freight, and not to depend on passenger travel much. The proposed route will take the road through Westfield, Blandford, Monterey, Great Barrington, Egremont, Boston Corners, etc., to Poughkeepsie. The towns will probably be asked to subscribe toward the expense.

Mr. John Gilman and his engineers have begun the survey for the proposed Providence, Brookfield, Hoosac Tunnel and Chicago line. The starting point is about one mile east of Brookfield station on the Boston and Albany Railroad, and sixty-six miles from Boston.

The citizens of Dorchester County, Md., have by vote authorized the County Commissioners to endorse the bonds of the Fox Creek Extension of the Dorchester and Delaware Railroad.

The mining dividends paid in October, 1875, in San Francisco, amounted to \$1,170,000, against \$988,800 same time last year. The totals of the October dividends by banks, mining and other companies compare as follows: 1875, \$1,483,480; 1874, \$1,326,960.

**Redemption of 5-20 Bonds.**

The following is the thirtieth call for the redemption of 5-20 bonds of 1864:

TREASURY DEPARTMENT, NOV. 15, 1875.

By virtue of authority given by the act of Congress approved July 14, 1870, entitled "An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as five twenty bonds, will be paid at the Treasury of the United States, in the city of Washington, on and after the 15th day of February, 1876, and that the interest on said bonds will cease on that day; that is to say, bonds of the act of June 30, 1864, as follows:—Coupon bonds—\$50, No. 4,301 to No. 5,752, both inclusive; \$100, No. 17,201 to No. 27,047, both inclusive; \$500, No. 22,001 to No. 26,500, both inclusive; \$1,000 Nos. 84,401 to No. 99,288, both inclusive. Total, \$7,440,300.

Registered bonds—\$50, No. 371 to No. 525, both inclusive; \$100, No. 2,401 to No. 3,550, both inclusive; \$500, No. 1,601 to No. 2,150 both inclusive; \$1,000, No. 8,351 to No. 10,968, both inclusive; \$5,000, No. 3,166 to No. 3,824, both inclusive; \$10,000, No. 6,901 to No. 10,150, both inclusive. Total, \$5,345,050.

Grand total, \$12,785,350.

United States securities forwarded for redemption should be addressed to the Loan division, Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

B. H. BRISTOW.

Thirty first call—Redemption of five twenty bonds of 1864 and 1865, M. and W. account of the Sinking Fund.

TREASURY DEPARTMENT, NOV. 15, 1875.

For the purpose of obtaining bonds for the sinking fund, by virtue of the authority given by section 11 of the act of Congress, entitled "An act making appropriations for sundry civil expenses of the government for the fiscal year ending June 30, 1876, and for other purposes," approved March 3, 1875, and in compliance with sections 3,694 to 3,697 inclusive, of the Revised Statutes of the United States, I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as five twenty bonds, will be paid at the Treasury of the United States, in the city of Washington, or at the office of the Assistant Treasurer of the United States, in the city of New York, on and after the 15th day of February, 1876, and that the interest on said bonds will cease on that day; that is to say, bonds of the acts of June 30, 1864, and March 2, 1865, as follows:—

Act June 30, 1864, registered bonds:—\$50, No. 526 to No. 532, both inclusive; \$100, No. 3,551 to No. 3,662, both inclusive; \$500, No. 2,151 to No. 2,201, both inclusive; \$1,000, No. 10,969 to No. 11,209, both inclusive; \$5,000, No. 3,825 to No. 3,876, both inclusive; \$10,000, No. 10,151 to No. 10,484, both inclusive—\$3,024,600.

Act March 3, 1865, M and N coupon bonds:—\$50, No. 1 to No. 550, both inclusive; \$100, No. 1 to No. 850, both inclusive; \$500, No. 1 to No. 500, both inclusive; \$1,000, No. 1 to No. 800, both inclusive—\$1,475,400.

Registered bonds—\$5,000, No. 1 to No. 641, both inclusive, \$500,000. Total, \$5,000,000.

Of the amount outstanding (embraced in the numbers as above), one million four hundred and seventy five thousand four hundred dollars (\$1,475,400) are coupon bonds, and three million five hundred and twenty four thousand six hundred dollars (\$3,524,600) are registered bonds.

The bonds embraced in this call will be paid at any time previous to their maturity, upon presentation, with interest to date of such payment, at the Treasury of the United States, in the city of Washington, or at the office of the Assistant Treasurer of the United States in the city of New York. Registered bonds should be assigned to the Secretary of the Treasury for redemption.

B. H. BRISTOW, Secretary.

**Hoosac Tunnel Line.**

The work of constructing the Hoosac Tunnel line goes steadily on, and the business of the road increases daily. On Tuesday night there was quite a large increase in the amount of freight. Ninety cars had accumulated at the eastern portal by evening, with more to come through at a later hour, and all to be shipped east during the night. With those going West the whole number of cars passing through the tunnel that day was 170. More power was needed, and Mr. Farren, the contractor, has purchased a new locomotive, to be put on next week, to help on freight and construction trains. His 500 hands make the requisite rock excavations and lay about 50,000 brick per day. Of the 175 jobs of masonry on the route between the tunnel and Shelburne Falls, all but four are completed, and those will be finished in a month. All but two of the rock cuts between the portal and the Falls have been finished. New steel rails have been laid from the portal to Charlemont. A new iron turntable is to be built at North Adams, and an engine house to accommodate six locomotives. Aaron Wright has contracted to build a Howe truss bridge at Bardwell's Ferry, to take the place of the present structure, work upon it to be begun at once.—*Boston Journal*, Nov. 11.

**Eastern (Mass.) Railroad.**

Progress is being made in the work of preparation of the report of the condition of the Eastern Railroad, which is to be presented to the Railroad Commissioners, and will be completed in a few days. In this connection, it is stated that efforts are being made to negotiate a further loan on the road and equipments and that the Baring Brothers have been applied to for this purpose. This firm is understood to have dispatched Mr. Morrison to this city for the purpose of examining into the facilities and resources of the road, and that gentlemen presented his letters of introduction on Tuesday. Since then, in company with Hon. Henry L. Williams, Mr. Morrison has been engaged in a thorough inspection of the road, including all of its branches, quarries and opportunities for the increase of business, and is said to entertain favorable opinions of the result. The tour of inspection will continue to day, and possibly, through a portion of to-morrow, and the full report of Mr. Morrison will be of great interest.—*Boston Traveller*, Nov. 11.

**Portland and Ogdensburg Railroad.**

Work on the western end of the Vermont division of this road has now been resumed. It is expected that a force of 400 men will soon be at work between Sheldon and Johnson. The road is all graded from Maquam Bay to Sheldon and 4½ miles of iron are down between Swanton and Highgate. The company have been able to negotiate some of their first mortgage bonds lately and have kept the price up to the point fixed when they were first offered. Responsible parties in England are now investigating the merits and prospects of the enterprise with a view to taking the remainder of the issue. It is expected that

trains will run from Portland to Lake Champlain by the first of next July.

**Pullman Palace Car Company.**

At a meeting of the directors of this company, held at Chicago, on the 1st inst., the following preamble and resolution were unanimously adopted:

Whereas, It appears by the financial statement of July 31, 1875, that during the present year \$277,000 of 8 per cent bonds will mature; and that in 1878 \$598,000 of 7 per cent bonds will mature; and,

Whereas, The current surplus earnings are required to pay for construction of additional cars, rendered necessary by the increasing demands of the business of the company; and,

Whereas, It is estimated that, by limiting the cash dividends to \$2 per share, quarterly, sufficient money will be reserved to retire and cancel the bonds at or before maturity; and,

Whereas, In the opinion of this board, it is for the true interest of the company to pay its bonds by appropriating a portion of its current revenue to that purpose, instead of providing for their redemption by the issue of new securities; it is, therefore,

Resolved, That a dividend of \$2 on each share from net earnings be declared payable on and after Nov. 15, 1875, to stockholders of record at close of business this day.

CHARLES W. ANGELL, Secretary.

The following is the financial statement above mentioned. It is for the fiscal year ending July 31, 1875:

**INCOME ACCOUNT.**

<b>Revenue:</b>	
Earnings .....	\$2,022,629 77
Our proportion of earnings of other sleeping car associations controlled and operated by this company .....	500,948 32
Patent royalties .....	11,134 13
Dividends on stock in Pullman Southern Car Company .....	20,111 00
Dividends on stock in Central Transportation Company .....	3,828 75
<b>Total revenue .....</b>	<b>\$2,558,646 97</b>
<b>Disbursements:</b>	
Operating expenses, taxes and insurance .....	\$683,137 77
Maintenance of upholstery and bedding .....	124,283 42
Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping car associations controlled and operated by this company .....	175,925 26
Rentals of leased lines (Central and Southern Transportation Companies) .....	284,000 00
Balance of interest, discount and exchange .....	30,451 49
Coupon interest on bonds .....	235,905 40
Dividends on capital stock .....	618,648 00
<b>.....</b>	<b>2,152,351 34</b>
Surplus for the year—being excess of revenue over ordinary disbursements .....	\$406,295 63
From which deduct amount expended in rebuilding and remodeling old style cars into the latest standard Pullman cars, and for discount on old cars sold .....	76,068 47
<b>Balance of surplus for the year carried to credit of income account.</b>	<b>\$330,227 16</b>



## FINANCIAL STATEMENT.

<b>Assets:</b>	
422 cars and equipments, including franchises.....	\$7,877,615 84
Construction material and operating supplies, including amount paid on cars in process of construction.....	446,920 22
Car works at Detroit.....	334,400 54
Estate, No. 506 Michigan avenue ..	21,901 66
Furniture and fixtures in the several offices of the company, 52 in number .....	61,292 10
Patents .....	149,364 77
3,373 shares stock in Pullman Southern Car Company.....	206,340 00
665 shares stock in Central Transportation Company.....	33,250 00
Amount invested in other car associations controlled and operated by this company, to wit:	
Pullman Pacific Car Co. \$963,041 99	
Erie and Atlantic Sleeping Coach Co.....	518,850 00
Pullman Baltimore and Ohio Association....	251,812 24
Pullman St. Louis and Iron Mountain Association.....	57,029 92
Pullman European Car Association.....	176,205 86
Chicago and St. Louis Dining Car Association.....	21,090 40
Burlington and Miss. Dining Car Association .....	12,614 14
	2,000,645 05
Balance of accounts and bills receivable and payable.....	55,979 26
Cash on hand.....	69,681 28
<b>Total assets.....</b>	<b>\$11,257,390 72</b>
<b>Liabilities:</b>	
Capital stock issued, 58,262 shares, par value \$100 each.....	\$5,826,200 00
8 per cent currency debenture convertible bonds:	
First series, due Nov. 15, 1875 .....	\$277,000 00
Second series, due May 15, 1881.....	298,000 00
Third series, due Feb. 15, 1887.....	434,000 00
Fourth series, due Aug. 15, 1892.....	996,000 00
	\$2,005,000 00
Seven per cent sterling debenture convertible bonds, due April 1, 1885.....	144,000 00
Seven per cent currency debenture inconvertible bonds, due Oct. 15, 1878.....	598,000 00
	2,747,000 00
Amount received from sale of old cars leased from Central and Southern Transportation Companies .....	359,400 01
<b>Total liabilities .....</b>	<b>\$8,982,600 01</b>
<b>SURPLUS ACCOUNT—(INVESTED IN ASSETS OF THE COMPANY.)</b>	
Guarantee fund to provide for taxes in dispute and possible losses in adjustment of unsettled accounts.....	\$120,000 00
Sinking fund to represent possible depreciation in franchises and patents .....	800,000 00
Balance at credit of income account .....	1,904,790 71
	2,324,790 71
<b>Total.....</b>	<b>\$11,257,390 72</b>

## District of Columbia 3-65 Bonds.

The following is Attorney General Pratt's opinion as to investments in District of Columbia bonds:

STATE OF NEW YORK,  
OFFICE OF THE ATTORNEY GENERAL,  
ALBANY, Nov. 9, 1875.

Hon. D. C. ELLIS, Superintendent of Bank Department:

DEAR SIR: Yours of October 29, 1875, with enclosures, was duly received. The Attorney General has examined with considerable care the questions propounded to the Superintendent of the Bank Department on behalf of several savings banks in the city of New York, and has come to the conclusion that trustees of savings banks may, under the statute of this State, lawfully invest the moneys deposited in said banks in the 3-65 bonds of the District of Columbia, issued under the act of Congress, of June 20, 1874, and February 20, 1875. By chapter 371 of the Sessions Laws of 1875, section 28, trustees of savings banks are authorized to "invest moneys deposited in those banks in stocks or bonds of the United States, or those for which the faith of the United States is pledged to provide for the payment of the interest and principal." By section 7, of the act of Congress of June 20, 1874, as amended by the act of February 20, 1875, after providing for the issue of the bonds in question and for the form thereof, it is further provided as follows:—

That the faith of the United States is hereby pledged that the United States will by proper proportional appropriations as contemplated by this act, and by causing to be levied upon property within said District such taxes as will do so provide the revenue necessary to pay the interest on said bonds as the same may become due and payable, and create a sinking fund to pay the principal thereof at maturity.

The terms of this provision are so similar to those used in our State statute in regard to investments by trustees of savings banks as to raise a strong inference that the framers of the latter act must have had the acts of Congress in relation to the issue of these bonds before them, and framed the act with special reference to these bonds. That these bonds answered all the requirements of our statute will not be questioned, unless the clause prescribing the method of raising the revenues necessary to redeem the pledges in some manner impairs or neutralizes the pledge itself. I am unable to construe that clause so as to give it any such effect. As to that proportion of the obligations which Congress may decide that the United States ought to pay, the pledge is absolute and unqualified that Congress will make the necessary appropriation to provide for its payment. As to that proportion which may be imposed upon the District of Columbia, the pledge is substantially direct. Congress has supreme legislative power over the District of Columbia, and may impose upon the property or inhabitants any rate of taxation necessary for the payment of its debts. It is only by means of taxation of some kind that the United States is enabled to discharge its pecuniary obligations, and the revenues necessary to discharge these obligations of the District of Columbia may be raised by taxation upon the property of the District as well as by any other method of taxation. There can be no presumption of any failure in the amount of property subject to taxation necessary to raise the requisite amount of revenue; and if there could be such failure the Attorney General does not see how the United States could be relieved from its pledge. "The faith of the United States is pledged that the United States will (by causing to be levied upon property within said District such taxes as will do so) provide the revenue necessary." &c. The pledge is so absolute that the United States must be deemed to take the risk of any failure in its objects of taxation. The Attorney General therefore feels constrained upon a more deliberate examination of the question to modify the opinion heretofore rendered from this Department to the Superintendent of the Bank Department, and

advise that, in his opinion, trustees of savings banks in this state are legally authorized to invest the funds of said banks in the 3-65 bonds of the District of Columbia, issued under the acts of Congress of June 20, 1874, and February 20, 1875. All of which is respectfully submitted.

DANIEL PRATT, Attorney General.

## Railway Mail Service.

The annual report of the Superintendent of Railway Mail Service shows that on the 30th of June, 1875, there were sixty two lines of railway post offices on routes aggregating a total distance of 16,932 miles, over which there was an actual daily service of 40,109 miles and an annual service of 14,639,785 miles. The total number of clerks employed in the service is 901, at salaries ranging from \$1,000 to \$1,400, and aggregating \$1,122,640 per annum. As compared with the preceding fiscal year, these figures show an increase of 518 miles of route distance, 310 miles of daily service, 332,150 miles of annual service, fifty one in the total number of clerks, and \$64,441 in their compensation.

## Land Grant Maps.

The Land office at Washington has just completed a very handsome series of 31 maps, showing the land granted to railroads in the state of Wisconsin, with reference to laws, rulings, decisions and important correspondence relating thereto indicating the history of each railroad. The maps show the grants in place, the indemnity belt, the claims of each road, and where each conflicts with the other.

The series give an accurate history of 12 railroads. The land office contemplates a similar series of maps for the state of Michigan, which will be completed within a few months.

The iron bridge across Taunton Great river at Slade's Ferry, just completed, was tested on the 9th inst. in the presence of thousands of persons by a rolling load of two tons per lineal foot. The deflection of the 155 feet spans was only about one inch. It is evidently a most superior and stable structure, reflecting great credit upon the Old Colony Railroad, and its builders and the designers of the superstructure, the American Bridge Company of Chicago.

In a peat manufacturing district of Sweden peat is being made by a new process, which consists in making it into small tubes. This quickens the drying process and adds to the combustible qualities of the article.

The experiments made with naphtha as fuel for steam engines in the south of Russia have yielded such satisfactory results as to induce the Imperial Government to order its regular use henceforth in all vessels stationed on the Caspian.

It is now designed to run the cars on the proposed Capitol Hill (Washington) and Bladensburg Railroad by small engines, built after the model of engines used on some street roads in New Orleans.

The contract for a tunnel and reservoir to supply the city of Baltimore with water has been awarded to Mr. J. McPherson, of Pittsburg. The amount of the contract is about \$4,500,000.

The Kansas and Missouri bridge, across the Missouri river at Leavenworth, has been placed in the hands of a receiver.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	18,280,000	J. & J.	July '75 34	Long Island.....50	8,000,000	M. & S.	May '73 10a	Vermont and Mass.....100	2,860,000	A. & O.	Oct. '75 2
Allegheny Valley.....50	2,366,350	J. & J.	July '74 4	Louisv., Cin. and Lex*.....50	1,623,483	J. & J.	July '69 8	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '74 4	..... pref 100	848,700	J. & J.	Jan. '74 4	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	3,698,200	—	—	Louisville & Nashville.....100	9,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '75 4
..... guar. 100	786,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi.....100	3,000,000	J. & D.	Dec. '70 3	West Jersey.....100	1,569,750	F. & A.	Feb. '74 4
Atlantic and St. Law*.....100	39,494,900	M. & S.	Sept. '75 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac* 100	180,000	J. & J.	July '75 3
..... new 1870. 100	1,500,000	—	—	Lykens Valley.....20	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg* 100	500,000	J. & J.	July '75 34
Avon, Genesee & Mt. M* 100	225,000	A. & O.	Jan. '75 5	Macon and Western.....100	2,500,000	J. & J.	July '73 5	Worcester and Nashua. 75	1,789,800	J. & J.	July '75 34
Baltimore and Ohio.....100	13,151,962	M. & N.	Nov. '75 5	Maine Central.....100	3,430,500	—	—				
Washington Br. ....100	1,650,000	A. & O.	Apr. '75 5	Manchester and Law.....100	1,000,000	M. & N.	Nov. '75 5				
Berkshire.....100	320,500	quarterly	Oct. '75 0	Marquette & Cincinnati.....50	1,408,912	—	—				
Boston and Albany.....100	19,864,100	M. & N.	Dec. '72 24	..... 1st pref. 50	8,130,719	M. & S.	Sept. '66 3a				
Bos., Cin. & Fitchb. pref. 100	633,200	—	—	..... 2d pref. 50	4,460,368	M. & S.	Sept. '66 3a				
Agricultural Br. guar. 100	90,000	J. & D.	June '75 3	Massachusetts*.....25	400,000	F. & A.	Feb. '75 3				
Boat, Cono. & Mont.* pref 100	800,000	M. & N.	May '75 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3				
Boston and Lowell.....100	3,200,000	J. & J.	July '75 0	Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4a				
Boston and Maine.....100	6,921,274	M. & N.	Nov. '75 4	Mill Creek & Minehill* 50	323,375	J. & J.	July '75 5				
Boston and Providence.....100	4,000,000	M. & N.	Nov. '75 4	Milwaukee and St. Paul.....100	15,599,261	J. & J.	Dec. '70 7a				
Buffalo, N. Y. & Erie*.....100	960,000	F. & A.	Aug. '74 34	..... pref. 100	12,774,433	F. & A.	Aug. '74 34b				
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sept. '75 5	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '75 34				
..... pref 100	1,485,900	M. & S.	Sept. '75 5	Morris and Essex.....100	14,008,100	J. & J.	July '75 34				
Camden and Amboy*.....50	6,847,800	quarterly	Oct. '75 24	Nashua and Lowell.....100	800,000	M. & N.	Nov. '75 0				
Camden and Atlantic.....50	377,400	—	—	Naugatuck.....100	1,882,900	F. & A.	Feb. '75 64				
..... pref. 50	838,469	—	—	Nesquehoning Valley*.....50	1,000,000	M. & S.	Sept. '75 5				
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 24	Newark and N. York*.....50	977,400	J. & J.	Jan. '75 34				
Orpe Clay and Millville* 50	447,000	J. & D.	June '75 3	N. Bedford.....100	1,678,500	M. & N.	Nov. '75 4				
Catawissa.....50	1,159,500	—	—	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '75 24				
..... pref. 50	2,200,000	M. & N.	Nov. '75 24	N. Haven & Northamp.....100	605,000	quarterly	Sept. '72 3				
..... 2d pref. 50	1,000,000	M. & N.	Nov. '75 24	New Jersey*.....100	7,295,200	quarterly	Oct. '75 24				
Oayuga and Susq*.....100	889,116	J. & J.	July '75 4	New London Northern* 100	1,418,800	quarterly	Oct. '75 2				
Oedar Rapids & Mo. R.* 100	6,850,400	F. M. A. N.	Nov. '75 1	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	Oct. '75 2				
..... pref 100	769,000	F. & A.	Aug. '75 34	New York and Harlem.....100	8,500,000	J. & J.	July '75 4				
Central of Georgia.....100	4,666,800	J. & J.	July '73 5	..... pref 100	1,500,000	J. & J.	July '75 4				
Central of New Jersey.....100	20,000,000	quarterly	Oct. '75 24	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '75 5				
Central Ohio.....50	2,425,000	J. & D.	June '75 3	N. Y. Provid. & Boston.....100	2,500,000	quarterly	July '75 24				
..... pref. 50	400,000	J. & D.	June '75 3	Ning. Bridge & Omsand* 100	1,000,000	J. & J.	July '75 3				
Central Pacific.....100	54,275,500	A. & O.	Oct. '75 4a	North Carolina*.....100	9,000,000	irregular	Jan. '73 3				
Chemung*.....100	380,000	quarterly	July '75 14	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4				
Cheshire, preferred.....100	2,100,000	J. & J.	July '75 2	North Pennsylvania.....50	3,808,500	F. & A.	Aug. '75 3				
Chicago and Alton.....100	9,929,900	M. & S.	Sept. '75 4	Northern Central.....50	5,842,000	M. & N.	July '74 34				
..... pref. 100	2,425,400	M. & S.	Sept. '75 4	Northern N. Hampsh.....100	3,088,400	J. & D.	Dec. '75 24				
Chicago, Burl. & Quincy.....100	19,898,910	M. & S.	Sept. '75 3	Northern New Jersey*.....100	1,000,000	J. & J.	July '74 4				
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	July '75 4	Norwich & Worcester*.....100	2,804,400	J. & J.	July '75 5				
Chicago & N. Western.....100	14,994,600	J. & D.	Dec. '72 34	Ogdensb. & L. Champl.* 100	3,077,000	J. & J.	July '75 3				
..... pref 100	21,485,653	J. & J.	July '73 34	..... pref 100	2,000,000	A. & O.	Oct. '75 4				
Chicago, B. I. & Pacific.....100	25,000,000	A. & O.	Oct. '75 4	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34				
Cin. Ham. & Dayton.....100	8,500,000	A. & O.	Apr. '73 4	..... pref 100	4,080,000	J. & D.	Mar. '75 34				
Cin. Sand. and Cleve.*.....50	2,080,550	—	—	Oil Cr. & Allegheny R. 50	4,269,450	quarterly	Jan. '74 3				
..... pref. 50	429,037	M. & N.	Nov. '75 2	Old Colony & Newport.....100	6,928,104	J. & J.	July '75 34				
Olev. Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '75 34	Oswego and Syracuse*.....100	492,400	F. & A.	Aug. '75 4				
Cleveland & Mahoning*.....50	2,057,569	M. & N.	May '75 34	Pacific of Missouri.....100	3,635,750	quarterly	Oct. '75 14				
Cleveland & Pittsburg*.....100	11,236,150	F. M. A. N.	Nov. '75 14	Panama.....100	7,000,000	quarterly	Oct. '75 3				
Col. Chic. & Ind. Cen. 100	13,000,000	—	—	Paterson and Hudson*.....100	632,000	J. & J.	July '75 4				
Columbus and Xenia*.....50	1,786,800	M. J. S. D.	Sept. '75 2	Paterson and Newark*.....100	250,000	J. & J.	July '75 34				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '75 4	Paterson and Ramapo*.....100	243,000	J. & J.	July '75 34				
Concord.....100	1,600,000	M. & N.	Nov. '75 5	Pember. & Hightstown*.....50	342,150	J. & J.	Jan. '75 3				
Concord and Ports*.....100	350,000	J. & J.	July '75 34	Pennsylvania.....68,144,475	quarterly	Nov. '75 2	Jan. '75 2				
Conn. & Passump Riv. 100	2,100,000	F. & A.	Feb. '75 3	Peoria & Bureau Val.*.....100	1,300,000	F. & A.	Aug. '75 4				
Connecticut River.....100	2,100,000	J. & J.	July '75 4	Philadelphia and Erie*.....100	6,004,300	J. & J.	July '74 4				
Cumberland Valley.....50	1,292,950	A. & O.	Oct. '75 5	..... pref. 50	2,400,000	J. & J.	July '74 4				
..... 1st pref. 50	241,900	A. & O.	Oct. '75 5	Phil. Ger. & Norristwn* 50	1,626,260	M. J. S. D.	Sept. '75 3				
..... 2d pref. 50	243,000	A. & O.	Oct. '75 5	Philadelphia & Reading.....100	32,684,375	quarterly	Oct. '75 24				
Danbury and Norwalk.....50	600,000	—	—	..... pref. 50	1,651,800	quarterly	Oct. '75 24				
Delaware*.....50	1,230,950	J. & J.	July '75 3	Phila. and Trenton.....100	1,259,100	quarterly	Oct. '75 24				
Del., Lackaw. & Westn. 50	23,500,000	quarterly	Oct. '75 24	Phila., Wil. & Balt.....100	11,524,250	J. & J.	July '75 4				
Detroit & Milwaukee*.....50	822,140	—	—	Pittab. Ft. W. & Chi.*.....100	19,714,285	quarterly	Oct. '75 14				
Dubuque & Sioux City* 50	2,098,000	J. & D.	Dec. '69 7	..... Special Imp. 100	2,000,000	quarterly	Oct. '75 14				
East Pennsylvania*.....50	1,309,200	J. & J.	July '75 3	Pittsfield and N. Adams.....100	460,000	J. & J.	Jan. '75 3				
East Mahoning*.....50	392,950	J. & J.	July '75 20	Portland and Keenebec.....100	616,700	J. & J.	Jan. '75 3				
Katon (Mass.).....100	4,997,000	J. & J.	July '73 3	Yarmouth certificates.....100	202,400	A. & O.	Apr. '72 8				
Eastern (N. H.).....100	492,500	J. & J.	July '73 3	Portl., Saco & Portsmouth.....100	1,500,000	J. & J.	July '75 5				
Elmira, Jef. & Canand*.....100	800,000	F. & A.	Aug. '74 24	Providence & Worcester.....100	2,000,000	J. & J.	July '75 6				
Elmira & Williamsport*.....50	500,000	M. & N.	May '75 24	Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6				
..... pref. 50	500,000	J. & J.	July '75 34	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '75 4				
Erie Railway.....100	78,000,000	—	—	Roch. & Genesee Val.* 110	558,200	J. & J.	July '75 4				
..... pref. 100	8,539,910	—	—	Rome, Watert. and Ogd. 100	2,995,900	J. & J.	July '75 3				
Erie and Pittsburgh*.....50	1,090,250	M. J. S. D.	Sept. '75 14	Rutland*.....100	2,479,700	—	—				
Pittsburg.....100	4,000,000	J. & J.	July '75 4	..... pref. 100	4,168,700	F. & A.	Feb. '75 34				
Georgia.....100	4,200,000	J. & J.	July '75 4	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2				
Great Western (Ca.).....100	19,237,404	A. & O.	Apr. '74 14	St. L., Alt. & T. Haute.....100	2,500,000	—	—				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 34	..... pref 100	2,640,000	July	July '74 3				
..... pref 100	5,078,224	Annual	Aug. '70 7	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '74 3				
Hanover Branch (Pa.).....50	116,850	M. & N.	May '75 5	St. L., Kan. C. & North. 100	12,000,000	—	—				
Harlem Extension.....100	4,000,000	—	—	..... pref 100	12,000,000	—	—				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '75 34	Saratoga and Schenec*.....100	300,000	A. & O.	Apr. '72 34				
Housatonic, pref. ....100	1,180,000	quarterly	Oct. '75 2	Schuylkill Valley*.....50	678,050	J. & J.	July '75 24				
Huntingdon & Bd Top. 50	880,000	J. & J.	July '68 34	Seaboard and Roanoke.....100	1,151,400	M. & N.	Nov. '75 4				
..... pref. 50	450,750	—	—	Shamokin V. & Pottav.* 50	985,450	F. & A.	Aug. '75 3				
Illinois Central.....100	29,000,000	F. & A.	Aug. '74 4	Shore Line*.....100	438,800	J. & J.	Jan. '72 3				
Indianapolis, Cin. & Laf. 50	7,855,497	M. & S.	Sept. '74 4	South Branch (N. J.).....100	5,319,275	F. & A.	Feb. '72 1				
Iowa Falls & Sioux City* 100	4,625,000	J. & J.	Jan. '75 14	South Western (Ga.) 100	3,339,300	F. & A.	Feb. '73 4				
Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5	Staten Island.....100	460,000	J. & J.	July '67 4				
Joliet and Chicago*.....100	1,600,000	quarterly	Oct. '75 14	Stockbridge and Pitts*.....100	448,700	J. & J.	July '74 34				
Joliet & North Indiana* 100	300,000	J. & J.	July '75 4	Stony Brook*.....100	267,300	M. & N.	Nov. '75 3				
Lake Shore & Mich. So. 100	49,466,500	F. & A.	Feb. '75 3	Summit Branch*.....100	413,200	F. & A.	Aug. '75 3				
..... (guar.) 100	538,500	F. & A.	Aug. '75 5	Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 24				
Lawrence*.....50	280,200	—	—	Syr., Bingham. & N. Y.* 100	2,004,000	—	—				
Leads and Farmington* 50	690,000	J. & J.	Jan. '72 3	Taunton Branch.....100	500,000	J. & J.	Jan. '74 5				
Lehigh & Susquehanna.....50	5,738,800	M. & N.	May '67 3	Terre Haute & Indiana.....100	1,985,150	J. & J.	July '75 5				
Lehigh Valley.....50	21,916,850	quarterly									



Atlantic & Pacific:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1873.	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.	341,995	323,051	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900		
Central Pacific:													
1872.	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1875.	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000			
Chicago and Alton:													
1870.	281,109	316,037	342,897	348,039	408,656	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.	371,708	332,902	373,217	379,879	409,254	419,196	488,362	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.	347,372	396,307	420,893	409,472	430,184	476,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,238
Chicago and Northwestern:													
1870.	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.	825,469	671,784	970,064	1,024,389	1,164,459								
Chicago, Mil. & St. Paul:													
1870.	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.	654,426	657,497	576,271	742,051	964,930	886,709	749,215						

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Maturity Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Maturity Price.
<b>National Securities, Nov. 1, 1875.</b>											
Loan of June 14, 1855.....registered	\$260,000	5	Jan. & July.	1874	....	Massachusetts—(\$29,465,304):					
Loan of February 8, 1861.....registered	13,794,000	5	" " "	1880	1211	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	....
.. coupon	4,621,000	5	" " "	1880	1221	.. Harbor Land Improvement bonds, 1874	400,000	5	" " "	1894	111
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	....	.. Back Bay Land bonds, 1861 and 1862....	220,000	5	May & Nov.	1880	111
Loan of July 17, and Aug. 5, 1861.....registered	125,896,050	5	Jan. & July.	1881	1211	.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	'75-'76	115
.. coupon	63,425,300	5	" " "	1881	1221	.. Union Defense Loan, 1862.....	600,000	5	" " "	'77-'78	....
Loan of Feb. 25, 1862 (5-20s).....registered	53,692,800	5	May & Nov.	1882	1141	.. Coast Defense Loan, 1863.....	888,000	5	" " "	1883	109
.. coupon	21,317,200	5	" " "	1882	1141	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	" " "	1894	....
Loan of March 3, 1863.....registered	53,692,800	5	Jan. & July.	1881	1221	.. War Fund Loan, 1869.....	999,944	5	" " "	1899	....
.. coupon	21,317,200	5	" " "	1881	1221	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	'88-'94	109
Loan of March 3, 1864 (5-20s).....registered	464,000	5	May & Nov.	1884	115	.. B., H. & Erie R. R. Loan .....	3,599,020	5	Jan. & July.	1900	....
.. coupon	32,274,000	5	" " "	1884	115	Michigan—(\$1,664,000):					
Loan of June 30, 1864 (5-20s).....coupon	32,280,000	5	" " "	1884	114	.. Renewal Loan bonds, 1858.....	105,000	5	" " "	1878	103
.. coupon	33,349,950	5	May & Nov.	1885	116	.. Two Million Loan bonds, 1863.....	1,032,000	5	" " "	'28-'83	103
.. coupon	118,654,400	5	" " "	1885	116	.. Wai Bounty Loan bonds, 1868.....	366,000	7	May & Nov.	1890	108
.. 2d series (5-20s).....registered	69,086,400	5	Jan. & July.	1885	119	Minnesota—(\$2,755,000):					
.. coupon	143,576,700	5	" " "	1885	119	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79	....
.. 3d series (5-20s).....registered	88,986,200	5	Jan. & July.	1887	121	.. State Buildings Loan, 1873, coupon.....	230,000	7	" " "	'83-'03	....
.. coupon	221,654,550	5	" " "	1887	121	.. Railroad Aid bonds, 1858, (repudiated).	2,275.00	7	" " "	1887	....
.. 4th series (5-20s).....registered	14,584,000	5	Jan. & July.	1888	121	Missouri—(\$17,839,000):					
.. coupon	22,890,000	5	" " "	1888	121	.. State Debt Proper, 1865 and 1868.....	439,000	5	" " "	'81-'91	102
Loan of March 3, 1864, (10-40s).....registered	141,627,250	5	Mar. & Sept.	1904	116	.. Consolidation bonds, 1868.....	2,727,000	5	" " "	1888	....
.. coupon	52,939,050	5	" " "	1904	117	.. Funding Bonds, 1874.....	1,109,000	5	" " "	'94-'95	101
Coupons of July 14, '70 and Jan. 20, '71 registered	211,974,400	5	F. M. A. & N.	1881	115	.. Railroad Aid bonds, 1853-'66.....	15,588,000	5	" " "	'79-'87	101
.. coupon	250,492,050	5	" " "	1881	116	.. State Institution bonds, 1872 to 1874....	505,000	5	" " "	'92-'94	101
Debt matured and without interest.....(var.)	22,865,180	3	Due.....	Irred.	....	Nevada—(\$160,000):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Irred.	1875	....	.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	....
Certificates of Indebtedness 1870.....(cur.)	64,623,512	4	Irred.	1875	....	New Hampshire—(\$3,724,100):					
Pacific R. R. Bonds (registered).....(currency)	873,365,952	md	Jan. & July.	'95-'99	124	.. War Loan Bonds, of 1861.....	418,000	5	Jan. & July.	'75-'78	104
United States Notes.....	40,681,630	md	" " "	" " "	....	.. War Loan Bonds, of 1864.....	600,000	5	Mar. & Sept.	'84-'89	....
Fractional Currency.....		md	" " "	" " "	....	.. State bonds, 1873.....	500,000	5	Jan. & July.	'79-'80	....
		md	" " "	" " "	....	.. Equalization (Municipal) bonds, 1872....	2,206,100	5	" " "	'92-'05	104
<b>State Securities, latest dates.</b>											
<b>Alabama—(\$21,070,810):</b>											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	33	.. War Loan (tax free) bonds, 1861.....	1,000,900	5	" " "	'76-'84	....
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	5	Jan. & July.	'86-'93	30	.. War Loan (tax free) bonds, 1863.....	900,900	5	" " "	'86-'96	....
.. Bonds (new), 1874.....	341,000	7	" " "	'90	194	.. War Loan bonds, 1864.....	593,400	5	" " "	'97-'02	....
.. R. R. Loans (\$2,300,000) & endorsements.	15,051,000	8	" " "	'90	91	New York—(\$29,776,787):					
<b>Arkansas—(\$12,733,086):</b>											
.. Bonds (Funding), 1869 and 1870.....	3,050,000	5	Jan. & July.	1899	30	.. Bounty Loan bonds, coupon.....	1,057,000	7	" " "	1877	107
.. Levee bonds (warrants), 1871.....	1,460,000	7	" " "	1900	....	.. Bounty Loan bonds, registered.....	14,856,000	7	" " "	1877	107
.. Deficiency Bonds, 1872.....	300,000	7	" " "	1882	....	.. State (Deficiency) Stock, '38, part at will	1,809,607	5	J. A. J. & O.	1875	114
.. Bonds (for \$2,500,000), 1875.....	790,000	7	" " "	1895	....	.. State (Deficiency) Stock, 1838 " "	889,781	5	" " "	1878	114
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	13	.. Canal Stock (old).....	473,000	5	June & Dec.	1875	114
<b>California—(\$3,396,500):</b>											
.. Civil (S. F.) bonds, 1857 and 1860.....	258,000	7	Jan. & July.	'77-'80	115	.. Canal Stock (old).....	880,003	5	" " "	1877	114
.. Relief Fund bonds, 1863.....	95,500	7	" " "	1883	....	.. Canal Stock, 1872.....	1,562,900	5	Jan. & July.	1887	115
.. State Capital bonds, 1870 to 1872.....	500,000	7	" " "	1885	....	.. Canal Stock, 1873.....	847,500	5	" " "	1883	115
.. Funding bonds, 1873.....	2,801,000	5	" " "	1893	....	.. Canal Stock, 1873.....	4,302,600	5	" " "	1891	120
<b>Connecticut—(\$6,014,000):</b>											
.. War Loan bonds (10-20 yrs), 1861.....	508,900	5	Jan. & July.	1881	108	.. Canal Stock, 1874.....	2,000,000	5	April & Oct.	1892	....
.. War Loan bonds (20 yrs), 1863 and '64....	2,195,500	5	" " "	'83-'84	....	North Carolina—(\$28,419,045):					
.. War Loan bonds (10-30 yrs), 1864.....	568,500	5	April & Oct.	1894	....	.. Railroad and Improvement (old) bonds.	4,738,800	5	Jan. & July.	'75-'98	17
.. War Loan bonds (20 yrs), tax free, 1868.	1,741,100	5	" " "	1885	....	.. Railroad and Improvement (old) bonds.	3,639,400	5	April & Oct.	'75-'98	17
<b>Delaware—(\$1,231,000):</b>											
.. State bonds to railroads, etc.....	1,231,000	5	Jan. & July.	1886	....	.. Railroad and Improvement (new) bonds	2,385,000	5	Jan. & July.	'75-'98	9
<b>District of Columbia—(\$12,790,000):</b>											
.. Improvement (gold) bonds, 1872.....	4,000,000	5	Jan. & July.	1892	....	.. Railroad and Improvement (new) bonds	1,995,000	5	April & Oct.	'75-'8	9
.. Improvement (cur.) bonds, 1873.....	790,000	7	" " "	1893	....	.. Funding (new) bonds, 1866.....	2,417,400	5	Jan. & July.	1900	9
.. Funding bonds, 1874, (guar. by U. S.)...	10,694,550	3.65	Feb. & Aug.	1924	69	.. Funding (new) bonds, 1868.....	1,711,400	5	April & Oct.	1898	9
<b>Florida—(\$3,431,767):</b>											
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	....	.. Special Tax bonds.....	11,407,000	5	" " "	'98-'99	3
.. Consolidated (gold) bonds of 1873.....	609,200	5	" " "	1903	....	Ohio—(\$7,988,205):					
.. Loan (J.P. & Mob. R.R.) gold bonds, 1870	4,000,000	8	" " "	1890	....	.. Loan (sinking fund), 1850.....	1,493,200	5	Jan. & July.	1875	102
<b>Georgia—(\$19,823,900):</b>											
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	5	Feb. & Aug.	'75-'86	92	.. Loan (sinking fund), 1860.....	4,072,610	5	" " "	1881	104
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	....	.. Loan (sinking fund), 1856.....	2,400,000	5	" " "	1886	107
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	901	Oregon—(\$246,027):					
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	901	.. Bounty and Relief bonds.....	46,027	7	" " "	'75-'84	....
.. Bonds (funding), 1873.....	1,200,000	5	" " "	'75-'86	991	.. Willamette Canal and Lock bonds, 1870	200,000	7	" " "	1890	....
.. Bonds to Brunswick & Albany R.R., '70	1,509,000	7	June & Dec.	1890	....	Pennsylvania—(\$24,658,635):					
.. Railroad aid bonds (endorsed), 1870 & '71	7,545,900	var	Various.	'90-'91	981	.. Leased Plane Loan, of 1849.....	400,000	5	April & Oct.	1879	....
<b>Illinois—(\$1,659,045):</b>											
.. Interest bonds, 1847.....	940	5	Jan. & July.	1878	....	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103
.. Refunded Stock bonds, 1859.....	320,000	5	" " "	var.	1021	.. Loans, May '62 & Apr. '65, reg. & coup.	3,540,500	5	Feb. & Aug.	'77-'78	103
.. Chicago Relief bonds, 1871.....	250,000	5	May & Nov.	1881	....	.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	5	" " "	1877	106
<b>Indiana—(\$910,000):</b>											
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	....	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,850	5	" " "	1882	111
<b>Iowa—(\$543,000):</b>											
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,850	5	" " "	'72-'82	....
<b>Kansas—(\$1,336,176):</b>											
.. Funding &c. bonds 1863 to 1864.....	101,175	5	Jan. & July.	'83-'84	....	.. Agricultural College Land Scrip, 1872....	500,000	5	April & Oct.	1876	....
.. Bonds (various) 1866 to 1869.....	889,000	7	" " "	'76-'99	....	Rhode Island—(\$2,638,000):					
.. Military Loan bonds, 1864 to 1869.....	346,000	7	" " "	'84-'99	....	.. War Loan bonds of 1862.....	1,019,000	5	Mar. & Sept.	1882	107
<b>Louisiana—(\$21,099,100):</b>											
.. Treasury Relief bonds, 1863.....	735,000	5	Jan. & July.	1893	36	.. War Loan bonds of 1863 and 1864.....	1,619,000	5	Various.	'93-'94	....
.. Levee bonds, 1866.....	1,000,000	5	Various.	1886	25	South Carolina—(\$14,637,295):					
.. Levee bonds, 1867.....	3,992,000	5	May & Nov.	1907	38	.. State House Stock, 1856 to 1861.....	944,918	5	Jan. & July.	'77-'89	3
.. Levee bonds, 1870.....	2,966,000	5	Mar. & Sept.	1875	37	.. State House Stock, 1863 and 1864.....cur.	287,000	5	" " "	'71-'80	....
.. Funding (coupon) bonds, 1866.....	722,100	5	Jan. & July.	'88-'89	....	.. Blue Ridge R. R. bonds, 1864.....	867,000	5	" " "	'75-'79	....
.. Funded (floating debt) bonds, 1870.....	2,821,000	5	May & Nov.	1910	36	.. Funding Stock and bonds, 1866.....	854,113	5	" " "	'87-'97	2
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	38	.. Funding and Conversion bonds, 1868-'69	3,764,850	5	J. A. J. & O.	'82-'89	2
.. Mex. & Mex. Gulf Ship Canal bonds, '60	389,000	7.3	Various.	1899	....	.. Land Commission bonds, 1869 and 1870.	261,000	5	Jan. & July.	1889	2
.. Railroad Aid (various) bonds.....	2,335,000	5	Various.	'72-'00	....	.. Fire Loan Stock of 1838.....	292,641	5	J. A. J. & O.	1868	....
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,750,000	5	Various.	'99-'11	10	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	2
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	36	.. Consolidated bonds, 1873, reg. and coup.	1,391,084	5	" " "	1893	....
<b>Maryland—(\$11,095,019):</b>											
.. Bonds to R. R. and Canals.....	5,004,129	5	J. A. J. & O.	1890	80	.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	....
.. Bonds to R. R. and Canals.....	889,836	5	" " "	1890	100	Tennessee—(\$47,135,617):					
.. Defense and Bounty bonds 1864 to 1868.	3,333,583	5	Jan. & July.	1883	111	.. State Bonds (direct).....	2,611,000	5	April & Oct.	30 yrs	4
.. State Loan bonds, 1870 and 1874.....	998,471	5	" " "	'85-'89	....	.. Railroad, &c. Loan bonds.....	28,530,000	5	Jan. & July.	30 yrs	4
<b>Maine—(\$7,088,400):</b>											
.. Civil (var.) bonds, 1857 to 1861.....	171,000	5	Various.	'75-'78	104	.. Funding bonds, 1866 and 1868.....	7,141,000	5	" " "	'77-'99	5
.. War and Bounty bonds, 1863 and 1864.....	3,832,500	5	Various.	'80-'89	....	.. Funding bonds, 1873, coupon and reg.....	6,222,000	5	" " "	1914	5
.. Equalization (Municipal) bonds 1868.....	3,082,900	5	April & Oct.	1889	....	Texas—(\$4,822,073):					
						.. Frontier Defense (gold) bonds, 1870.....	584,000	7	Mar. & Sept.	1910	....
						.. Frontier Bonds, 1866 to 1871.....	200,000	5	Jan. & July.	'77-'82	....
						.. Funding bonds, 1873 and 1874.....	96,000	10	Mar. & Sept.	'83-'84	....
						.. Revenue Deficiency (gold) bonds, 1871.	257,000	10	Jan. & July.	1892	....



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# AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.					Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.				
			When.	Where.										When.	Where.						
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$										Chicago, Iowa and Nebraska:	\$									
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....					2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....				
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	"	"	1894	....					3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....				
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	98½					Chicago and Milwaukee Railway:										
Central Branch Union Pacific:											1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	99				
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....					Chicago and Mich. Lake Shore:										
2d Mortgage Govern'm't at saidy.	1,600,000	6	Jan. & July.	"	1895	....					1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....				
Central of Georgia:											1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....				
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....					1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....				
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....					1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....				
Central of Iowa:											Chicago, Milwaukee and St. Paul:										
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	....					1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....				
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....					2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	90				
Central of L. I. (Flush. N.C. & C.)											1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	....	85				
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....					1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....				
Central of New Jersey:											1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	85				
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	105½					1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....				
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	111½					1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	87½				
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....					1st Mort. (Iowa and Dak. Div.)	1,000,000	7	"	"	1899	83				
Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....					1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	112				
Consol. Mort. for \$25,000,000....	9,063,900	7	"	"	1899	107					2d Mort. ( " )	1,315,000	7.5	"	"	1898	94				
Central Ohio (B. and O.)											1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1892	79				
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99½					1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....				
Central Pacific of California:											Real Estate Purchase.....	148,500	7	"	"	....	....				
1st Mort., 30 years bonds, (gold).	25,781,000	6	Jan. & July.	New York.	'95-'99	104					Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....				
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	102½					Consol. Mort. for \$35,000,000....	1,039,000	7	Jan. & July.	"	1904	81				
State Aid B'ds (Int. by State) gold	1,500,000	7	"	"	1884	109					Chicago and Northwestern:										
2d Mort. (Govern'm't Subsidy).....	25,885,000	6	"	"	U.S. Treasury.	'95-'99	96½				Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	108				
1st Mort. (Western Pacific) gold	2,735,000	6	"	"	1899	96½					General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	99½				
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	1888	89½					Funded coupons (193 m.).....	740,300	7	May & Nov.	"	1883	100½				
1st Mort. (S. Fr., Okla. & Ala.)	500,000	8	"	"	1890	....					Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90				
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	88					Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	60				
Land bonds (Gen. Pac. Co.) gold	9,049,000	6	"	"	1900	92					1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	106½				
Central Vermont:											Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....				
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20					Mississippi River Bridge.....	186,000	7	"	"	1884	....				
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	4½					1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	94½				
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	65					Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	....				
Income and Extension Bonds....	1,008,000	8	May & Nov.	"	1902	54					General Consol. Gold Bonds....	9,758,000	7	June & Dec.	"	1902	....				
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	55					1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....				
Equipment Mort. ( " )	1,000,000	8	"	"	1889	58					1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1898	....				
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	58					2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	....				
Missisquoi R.R. ( " )	500,000	7	"	"	1891	39					1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	"	1898	99				
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....					1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....				
Charleston and Savannah:											Chicago, Portage and Superior:										
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....					1st M.s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7	June & Dec.	New York.	1902	....				
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....					Chicago, Omaha and St. Joseph:										
Charlotte, Columbia & Augusta:											1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....				
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	....					Chicago and Paducah (C. B. & Q.)										
Charters:											1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	..				
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....					Chi., Pekin & Southw'n (C.B. & Q.)										
Cheraw and Darlington:											1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....				
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....					Chicago, Rock Island and Pacific:										
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1888	....					1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	110				
Cherry Valley, Sharon and Alb.:											Chi. & Southw'n (C.R.I. & Pac.)										
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....					1st Mort. gold, tax free, guar.	5,000,000	7	May & Nov.	New York.	1889	....				
Chesapeake and Ohio:											1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....				
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	31½					Chicago, Wisconsin & Canada:										
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	1902	....					1st Mort. gold, skg fd for \$410,000	.....	7	Jan. & July.	New York.	1902	....				
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....					Chicago and Superior:										
3d Mort. ( " ) coupon.....	918,000	6	"	"	1884	....					1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....				
Income ( " ) coupon.....	300,000	8	"	"	1876	....					1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....				
Funded Interest, coupon.....	160,500	8	"	"	1877	....					Chillicothe and Brunswick:										
Cheshire:											1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....				
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	'77-'80	98½					Cincinnati, and Baltimore:										
Chester Creek (Phil. & Balt. Cent.)											1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	97				
1																					



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	7	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	94 1/2
Construction and Equip. bonds.	1,096,000	6	"	"	1892	102 1/2	1st Mort. (\$424,000 guar.)	....					
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	105 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	105	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	101 1/2	Detroit, Hillsdale and Indiana:	1,170,000	8	June & Dec.	New York	1890	....
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	101	1st Mort. \$16,000 p. m. guar.	300,000	8	Jan. & July.	"	1881	....
3d Mortgage ( " )	1,595,000	7	Jan. & July.	New York.	1885	108	2d Mortgage, (coupon) guar.	3,219,000	8	April & Oct.	Boston.	1896	....
Cleveland and Toledo:	860,000	7	April & Oct.	"	1886	102	Detroit, Lansing and Lake Mich.:	575,000	8	June & Dec.	"	1897	....
1st Mort., s.f. (ass'd by L.S. & M.S.)	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage (on Branches).	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
2d Mortgage ( " )	225,000	8	June & Dec.	Boston.	1890	....	2d Mortgage	770,000	8	Jan. & July.	New York.	1889	....
Colebrookdale:							2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
1st Mort. guar. by Ph. and Rdg							Detroit & Milwaukee (Gt. W. of Ca.):	2,500,000	7	May & Nov.	New York	1875	....
Colorado Central (3 ft. gauge):							1st Mortgage, (D. & M.R.'y)	1,000,000	8	"	"	1875	....
1st Mortgage.	15,344,750	7	April & Oct.	New York.	1908	48 1/2	2d Mortgage ( " )	625,924	7	Jan. & July.	"	1875	....
Columbus, Chicago & Ind. Cent.:	5,582,400	7	Feb. & Aug.	"	1909	15	1st Funded Coup. (D. & M.R.R.)	376,734	7	May & Nov.	"	1875	....
1st Mortgage Consol. skg fund.	3,893,000	7	"	"	"	....	2d Funded Coup. ( " )	150,000	7	April & Oct.	"	1878	....
2d Mortgage skg fund.	461,000	7	April & Oct.	"	'93-'95	65	1st Mort. (Det. & Pontiac R.R.)	100,000	7	Jan. & July.	"	1878	....
Income convertible.	344,400	7	Jan. & July.	"	"	....	2d Mort. ( " )	250,000	8	Feb. & Aug.	"	1846	....
1st Mort. (Chic. and Gt. Eastern)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. ( " )	110,000	7	March & Sept.	"	1886	....
2d Mort. ( " )	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866.	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Cln. and Chi. Air-L.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.						
1st M., s.f. ( " )	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):	924,000	7	Feb. & Aug.	New York.	1876	101
1st Mort. (Col. and Ind. Cent.)	209,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1856						
2d Mort. ( " )	666,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:	753,000	8	Jan. & July.	New York.	1889	105
1st M. (Col. & Ind.) 1st & 2d pref.	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C., B. and Q.	882,000	7	Jan. & July.	New York.	1883	100
2d Mortgage (Ind. Central)	74,024	7	"	"	"	....	Dubuque and Sioux City:						
1st Mort. (Tol., Logansp't & Bur.)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.	450,000	7	April & Oct.	New York.	1883	....
Income ( " )							Dubuque Southwestern:	78,590	7	Jan. & July.	"	1883	....
1st Mort. (Union & Logansport)							1st Mortgage, preferred.	1,200,000	7 1/2	June & Dec.	New York.	1900	....
Columbus, Springfield and Cin.:	1,000,000	7	March & Sept.	New York.	1901	....	Dutchess and Columbia:	1,500,000	7	Jan. & July.	New York.	1908	....
1st M. (assumed by Cin., S. & C.)							1st Mortgage Jan. 1, 1868.	400,000	8	Jan. & July.	....	1890	....
Columbus and Hocking Valley:	1,500,000	7	April & Oct.	New York.	1897	....	East Alabama and Cincinnati:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mort. endorsed by Alabama.	140,000	7	Jan. & July.	Philadelphia.	1885	....
General Mortgage.	634,000	7	"	"	1892	....	East Brandywine & Waynesboro:						
Columbus and Xenia:	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guar. by Pa. R.R.	495,900	7	March & Sept.	Philadelphia.	1888	106
1st Mortgage, guar. by L.M.R.R.							1st Mortgage, guaranteed.	2,999,000	7	Jan. & July.	New York.	1900	92
Connecticut and Passumpsic Riv.:	689,500	7	April & Oct.	Boston.	1893	95	2d Mortgage.	190,000	4	"	"	'82-'87	....
New Mortgage for \$1,500,000.	292,100	6	June & Dec.	"	1876	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage sinking fund.	634,000	7	"	"	'76-'81	96	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Coupon Notes.	400,000	6 1/2	Jan. & July.	"	1876	96	Company Bonds (E.T. & Ga., gold)	635,000	6	"	"	'80-'85	....
1st Mort. (Massachusetts) guar. gold							Company Bonds ( " new)	135,400	6	"	"	1876	....
Connecticut River:	250,000	6	March & Sept.	Boston.	1878	....	Eastern (Mass.):						
1st Mortgage skg fund.	1,000,000	7	Jan. & July.	New York.	1901	....	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Connecticut Valley:	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Loan of 1866-'85.	160,000	6	April & Oct.	"	1885	....
1st Mortgage.	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	94	Loan of 1867-'87.	969,000	7	March & Sept.	"	1887	....
Connecticut Western:	100,000	7	March & Sept.	New York.	1889	....	Loan of 1868-'88.	1,000,000	6	March & Sept.	"	1888	....
1st Mortgage tax free.							Loan of 1869-'89.	500,000	6	May & Nov.	"	1889	....
Connecting (Philadelphia):							Loan of 1872-'82.	1,558,000	7	various.	"	1882	66 1/2
1st Mort. ABCD & E \$200,000 each	100,000	7	March & Sept.	New York.	1902	....	Loan of 1873-'83.	878,900	6	March & Sept.	"	1893	....
Cooperstown and Susq. Valley:	35,000	7 1/2	Jan. & July.	New York.	1902	....	Sinking Fund Bonds.	2,300,000	7	May & Nov.	"	1884	64
1st Mortgage.	160,000	7	May & Nov.	"	1882	....	Sterling Sink. Fd. Bonds.	3,000,000	6 1/2	March & Sept.	London.	1893	....
2d Mortgage, gold.							Eastern Shore (Md.):						
100,000							1st Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1880	....
Cumberland & Penn. (Consol. Coal):	803,500	6	March & Sept.	New York.	1891	....	2d Mortgage.	200,000	6	April & Oct.	"	1886	....
2d Mortgage, sinking fund.	648,000	6	May & Nov.	"	1888	....	Elizabethtown and Paducah:						
Cumberland Valley:							1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	....
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Elmira and Williamsport (N. Cen.):						
2d Mortgage.	109,500	8	"	"	1908	....	1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	103 1/2
Plain bonds.	81,800	6	"	"	1884	....	Income Mortgage guaranteed.	570,000	5	April & Oct.	"	2862	60 1/2
Danbury and Norwalk:							Erie Railway:						
Mortgage Bonds of 1870.	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, extended.	2,483,000	7	May & Nov.	New York	1897	104 1/2
Mortgage Bonds of 1-70-'72.	400,000	7	"	"	'90-'92	....	2d Mortgage.	2,174,000	7	March & Sept.	"	1879	100 1/2
Danv., Hazleton & Wilkesbarre:							3d Mortgage.	4,852,000	7	"	"	1883	95 1/2
1st Mortgage.	1,400,000	7	April & Oct.	Philadelphia.	1887	40	4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	90 1/2
2d Mortgage.	309,000	7	"	"	1885	....	5th Mortgage convertible.	709,500	7	June and Dec.	"	1888	92
Danv., Urb., Bloom'gton & Pekin:							Buffalo Branch, 1st mortgage.	182,500	7	Jan. & July.	"	1891	....
1st Mortgage.	2,000,000	7 1/2	April & Oct.	New York.	1909	....	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1876	....
Davenport and St. Paul:							1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	"	N.Y. & London.	1920	....
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Michigan (C.H. & D.):							Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Erie and Pittsburg (Penn.):						
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	....	1st Mortgage.	292,200	7	Jan. & July.	New York.	1882	....
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	....	2d Mortgage.	92,800	7	April & Oct.	"	1890	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'86-'94	....	Consolidated Mortgage.	2,192,000	7	Jan. & July.	"	1889	....
Dayton and Union:							Equipment Mortgage.	750,000	7	April & Oct.	"	1890	....
1st Mortgage, registered.	140,000	7	March & Sept.	New York.	1879	....	European & N. American (Me.):						
2d Mortgage.	135,000	7	June & Dec.	"	1879	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Income Bonds.	252,445	6	"	"	1879	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	"	1899	....
Dayton and Western (L. M. R.R.):							New Mortgage for \$5,000,000.	....					
1st Mortgage (assumed).	142,000	7	March & Sept.	New York.	1881	....	Evansville and Crawfordsville:						
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	"	1905	....	1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	....
Decatur, Sullivan and Mattoon:							1st Mortgage (109 m. )	636,000	7	May & Nov.	"	1887	....
1st Mortgage.	500,000	8	March & Sept.	New York.	1901	....	1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	"	1880	....
Delaware (P. W. and Balt.):													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	55½
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnsto'n &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C., B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106½
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West.:</b>						
2d Mortgage.....	800,000	8	"	"	1894	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	27
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold...	2,030,000	7*	Jan. & Jul.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	89½	2d Mortgage.....	1,500,000	8	"	"	1890	10
2d Mortgage.....	150,000	8	"	"	1883	94	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co..	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co..	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106½	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	61
2d Mortgage.....	45,000	7	May & Nov.	"	1875	102½	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered...	375,000	10	"	"	1883	86½
Company bonds (debentures)...	564,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
<b>Utman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	49,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D., L. &amp; L.M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	94½	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees...	600,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Can.):</b>							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equip'm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81½
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds £3,218,149	16,090,748	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	101½
Provincial Debenture's £3,111,500	15,567,500	4*	"	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	98
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	2d Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	93
Mortgage Bonds £347,000.....	2,735,000	5½	April & Oct.	"	77-78	....	Consolidated Mortgage (236 m.)	1,968,000	8	March & Sept.	"	1878	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	<b>Jacksonville, North West &amp; S. East:</b>						
Debenture Bonds £1,743,160...	8,715,800	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
<b>Great Western Railway of 1859:</b>							<b>Jacksonville, Pensac. and Mobile:</b>						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	78	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., ".....	2,500,000	7	May & Nov.	"	1893	51	2d Mortgage.....	3,000,000	8	"	"	1899	....
<b>Green Bay and Minnesota:</b>							<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
<b>Greenville and Columbia:</b>							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	<b>Jefferson (Erie):</b>						
1st Mortgage not guaranteed....	370,768	7	"	"	81-86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	90
<b>Greenwich and Johnsonville:</b>							2d Mort. ( " ).....	84,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
<b>Hannibal and Naples (T.W. &amp; W.):</b>							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	29	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	<b>Jersey City and Albany:</b>						
<b>Hannibal &amp; Cent. Mo. (T.W. &amp; W):</b>							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	76½	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	260,000	7	"	"	1892	....	<b>Joliet and Chicago (C. &amp; Alton):</b>						
<b>Hannibal and St. Joseph:</b>							1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	101½	<b>Function, Philadelphia:</b>						
Missouri State Loan.....	1,500,000	6	"	"	87-88	101½	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	106
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	80	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	100
1st Mort. (Q. & Palm. R. R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	<b>Function and Breakwater:</b>						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
<b>Harlem Extension:</b>							1st Mortgage.....	840,000	8	Jan. & July.	New York.	1888	97½
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	<b>Kalamazoo and Schoolcraft:</b>						
<b>Harrisburg &amp; Lancaster:</b>							1st Mort. assumed by L.S. & M.S.	100,00					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold.....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)..	176,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memp Br. 46.37m.)..	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	80-86	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	81
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							<b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							<b>Macon and Augusta:</b>						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
<b>Laf. Blooming &amp; Miss. (T.W. &amp; W.):</b>							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	62	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
<b>Laf. Muncie &amp; Bloom. (T.W. &amp; W.):</b>							<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
<b>Lake Erie and Louisville:</b>							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	500,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
<b>Lake Ontario Shore:</b>							<b>Madison and Portage:</b>						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	70	April & Oct.	New York.	1890	....
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Maine Central:</b>						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F. Regist'd.....	6,118,000	7	J. A. J. & O.	"	1900	102	\$1,110,000 Loan, tax free.....	756,980	6	Jan. & July.	"	1898	91
Consol. Mort., S.F. Coupon.....	3,529,000	7	Jan. & July.	"	1900	102	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	100	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	103	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1886	....
3d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	101	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	105	1st Mort. (Leeds & Far'gton).	633,000	6	Jan. & July.	"	1901	....
2d Mort. ( " ) " " " "	2,692,000	7	"	"	1877	100	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,565,000	7	Jan. & July.	"	1885	104	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
2d Mort. ( " ) " " " "	819,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	93
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " ) " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " ) " " " "	2,850,000	7	April & Oct.	"	1898	103	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	108
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	96
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	78
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Jamestown & Franklin)	860,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " ) " " " "	500,000	7	June & Dec.	"	1894	....	<b>Marquette, Houghton &amp; Ontonagon:</b>						
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	....	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	<b>Maryland and Delaware:</b>						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
<b>Lawrence (P. Ft. W. &amp; Chi.):</b>							<b>Massillon &amp; Cleve. (C.M. V. &amp; D.):</b>						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
<b>Leavenworth, Atch. &amp; N. West'n:</b>							<b>Maysville and Lexington:</b>						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
<b>Leaven., Lawrence &amp; Galveston:</b>							<b>Memphis and Charleston:</b>						
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	17	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	<b>Tennessee State Loan.....</b>	1,314,142	6	"	"	....	....
<b>Lehigh and Lackawanna:</b>							Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	<b>Memphis and Little Rock:</b>						
<b>Lehigh Valley:</b>							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	105	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage ( " ) reg.....	6,000,000	7	March & Sept.	"	1910	109	<b>Michigan Air Line (Mich. Cent.):</b>						
2d Mortgage for \$6,000,000.....	6,000,000	7	"	"	1923	99	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	96
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	99	<b>Michigan Central:</b>						
General Mort., registered.....	5,000,000	6*	"	"	1923	99	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
<b>Lewisb. Centre &amp; Spruce C. (P. &amp; E.):</b>							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	113
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	101
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mort. (Mich. Air Line) ass'd	1,900,000	8				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed...	20,000pm	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:	2,000,000	7*	Jan. & July.	"	1890	....	2d Mortgage for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	74-'84	....	Consol. Mort. for \$3,000,000	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chl.)	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
2d Mortgage	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouachita & Red Riv.	660,000	7	April & Oct.	Memphis.	1876	....	New York, Boston and Montreal:	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold.	1,254,000	8	Jan. & July.	"	81-'93	....	1st Mortgage for \$12,250,000	5,836,626	6	May & Nov.	New York.	1883	.02
Mississippi and Tennessee:	430,547	8	"	"	"	....	New York & Canada (D. & H. O.)	1,614,000	7	Feb. & Aug.	"	1876	102 1/2
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. for \$800,000, guar.	74,500	6	May & Nov.	"	1883	....
Consolidated Mortgage	2,000,000	7*	June & Dec.	"	1910	....	Debt Certificates (N. Y. Cent.)	592,000	6	"	"	1883	100
Tennessee State Loan	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for R.R. Stocks ( " )	162,000	6	"	"	1883	100
Mississippi Valley and Western:	362,000	7*	June & Dec.	"	1903	....	Bonds for Real Estate ( " )	2,431,000	6	June & Dec.	"	1887	104
1st Mort. \$20,000 p. m.	10,418,000	7*	Feb. & Aug.	"	1904	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	112
Missouri, Iowa and Nebraska:	2,500,000	7	"	"	1905	....	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage gold, sinking fund.	600,000	7	"	"	1906	....	1st Mort., coup. for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	119
Missouri, Kansas and Texas:	5,000,000	10	Jan. & July.	New York.	1889	54 1/2	1st Mort., reg'd	9,733,333	6*	"	London.	1903	....
1st Mort. (Tebco & Neosho) S. F.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	New York and Harlem:	103,000	6	Feb. & Aug.	New York.	1893	....
Consol. Land Grant, skg fd gold	377,500	7	Jan. & July.	Savannah.	1876	....	Consolidated Mortgage of 1863	108,899	7	Jan. & July.	"	1881	....
Additional Consol. Mort.	35,500	8	"	"	1887	....	Sinking Fund Mortgage of 1861	6,822,000	7	May & Nov.	"	1900	111 1/2
Further Add. Consol. Mort.	2,434,000	8*	May & Nov.	New York.	1900	....	Consol. Mort. of 1872, coupon	249,000	7*	April & Oct.	New York.	1902	....
Missouri River, Ft. Scott & Gulf:	800,000	8*	"	"	1900	....	N. Y. Cent. & Northern:	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mortgage	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mort. for \$4,000,000	1,000,000	7	"	New York.	1903	....
2d Mortgage	1,524,300	8	"	"	76-'83	....	New York, Harlem & Portchester	8,000,000	7*	Jan. & July.	New York.	1894	....
Plain bonds	769,920	6*	"	"	1883	....	1st Mortgage gold, tax free	2,600,000	7	May & Nov.	"	1895	....
Mobile and Montgomery:	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage convertible	1,500,000	7	"	"	1896	....
1st Mort. endor. by State of Ala.	63,000	8	May & Nov.	"	1877	....	2d Mortgage non-convertible	3,800,000	7	"	"	....	....
2d Mortgage	1,453,558	8	March	"	1877	....	3d Mort. Equipment	2,425,000	7	"	"	....	....
Mobile and Ohio:	977,550	7*	Jan. & July.	N.Y. & Lond.	1904	....	1st Mort. (West. Extension)	1,200,000	7	"	"	....	....
1st Mortgage	1,800,000	7*	March & Sept.	New York.	....	....	Consolidated Mortgage	76,000	6	Feb. & Aug.	New York.	1878	....
2d Mortgage	780,000	7	"	"	....	....	New York, Providence & Boston:	100,000	7	Jan. & July.	"	1876	....
Income Mortgage	888,400	7	"	"	....	....	1st Mortgage	250,000	6	May & Nov.	"	78-'81	....
Montgomery and Erie (Erie):	127,000	7	May & Nov.	New York.	1888	....	General Mort. for \$1,000,000	827,000	7	Jan. & July.	"	1899	....
2d Mortgage	47,000	7	April & Oct.	"	1887	....	Norfolk & Petersburg (A.M. & O.):	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Eufaula:	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage	157,000	7	"	"	1877	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	2d Mortgage	468,000	8	"	Norfolk.	1893	....
Monticello and Port Jervis:	500,000	7*	J. A. J. & O.	New York.	1890	....	North Carolina:	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
1st Mortgage gold, tax free	6,000,000	7	May & Nov.	New York.	1914	116	North Eastern (S. Car.):	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	8,000,000	7	Feb. & Aug.	"	1891	105 1/2	1st Mortgage	226,600	8	"	"	1899	....
Convertible bonds	384,000	7	Jan. & July.	"	1900	102	2d Mortgage	3,000,000	7	Jan. & July.	New York.	1895	90
Construction bonds of 1871	573,000	7	Feb. and Aug.	"	1889	101 1/2	North Pennsylvania:	1,930,500	6	Jan. & July.	Philadelphia.	1885	104 1/2
Gen'l M. (1st on Boonton Br.) gr.	1,029,000	7	April & Oct.	"	1901	109	1st Mortgage	1,500,000	7	May & Nov.	"	1898	109
Special Mortgage	3,000,000	7	June & Dec.	"	1915	107 1/2	2d Mortgage	360,000	10	April & Oct.	"	1877	....
Consol. mort. for \$25,000,000 Louis.	1,450,000	6	Jan. & July.	New York.	74-'83	82 1/2	General Mortgage	436,500	7	Jan. & July.	"	1903	104 1/2
1st Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	....	North Shore (Fluab., N.S. & Cent.):	155,000	7	Feb. & Aug.	New York.	1887	....
New Mortgage	6,800,000	7	"	"	1913	....	Northern Central:	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.)	2,100,000	7	Jan. & July.	New York.	1900	....	1st Mortgage, Md. State loan	1,570,000	6	Jan. & July.	Baltimore.	1885	101 1/2
1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....	2d Mortgage S. F. Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900	95 1/2
2d Mortgage	102,000	7	Jan. & July.	Bridgeport.	1876	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	97
Newark & New York (C. of N.J.):	600,000	7	Jan. & July.	New York.	1891	....	Income conv. coupon	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Newark, Somerset & Straitville:	800,000	7*	May & Nov.	New York.	1889	99 1/2	Income coupon	3,000,000	7	Jan. & July.	"	1922	....
New Bedford:	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Consol. Mort. coupon	2,599,000	6*	"	Baltimore.	1900	97 1/2
New Haven and Derby:	525,000	7	Various.	New Haven.	98-'00	....	Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
1st Mortgage	3,000,000	7	May & Nov.	New York.	1889	....	Consol. General Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage	2,000,000	7	"	"	1881	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
New Haven and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Northern Pacific:	30,097,600	7.3*	Jan. & July.	New York.	1900	15 1/2
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-'82	....	1st Mort. on R.R. & lands gold	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2
Holyoke and Westfield bonds	200,000	7	"	"	1891	....	3d Mort., assumed by B. and O.	3,500,000	7*	"	New York.	....	....
New Jersey Midland (N.Y. & O.M.):	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Norwich & Worcester (B.H. & E.):	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage	1,500,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd.	150,000	7	"	"	1877	....
2d Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Construction Bonds	150,000	7	Jan. & July.	New York.	1890	....
New Jersey Southern:	2,000,000	7	May & Nov.	New York.	1889	28	Nyack and Northern:	150,000	7	Jan. & July.	Boston.	1878	93 1/2
1st Mortgage	120,000	6	April & Oct.	"	1888	....	1st Mortgage	3,000,000	8	Jan. & July.	"	1879	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	Equipment Mortgage	200,000	8	"	"	1890	95
Consol. Mort. for \$7,000,000	5,300,000	7	April & Oct.	"	1903	....	Equipment Mortgage	468,000	8	March & Sept.	"	1890	95
Income Mortgage	750,000	7	"	"	1881	....	Sinking Fund Bonds	3,067,000	7	Jan. & July.	New York.	1898	93 1/2
New Jersey West Line:	3,000,000	7*	May & Nov.	New York.	1900	....	Consolidated Mort. Bonds	3,556,000	7*	"	"	1898	93 1/2
1st Mort. gold, for \$3,000,000	30,000	6	April & Oct.	New York.	1885	....	Consolidated Mort. Sterling	112,000	7*	"	London.	1898	....
2d Mortgage	60,000	7	June and Dec.	"	1892	....	2d Consol. Mort. & S. F. Bonds	3,672,000	7	April & Oct.	New York.	1911	70 1/2
							Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
							Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
							1st Mort. (Springfield Division)	3,000,000	7	May & Nov.	"	1905	80
							Old Creek and Allegheny River:	580,000	7	April & Oct.	Philadelphia.	1896	50
							1st Mortgage (O. C. R. R.)	1,600,000	7	Feb. & Aug.	"	1882	83
							1st Mort. (Warren & Franklin)	500,000	7	Jan. & July.	"	1890	....
							Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1876	100½	Mortgage Loan, convertible .....	302,000	6	Jan. & July.	Phila. & Bost.	1884	101½
Plain Bonds .....	32,000	5	" "	"	1884	99½	Loan of 1886 .....	400,000	6	April & Oct.	" "	1876	
Plain Bonds .....	1,388,000	7	Feb. & Aug.	"	1877	101½	Loan of 1887 .....	1,000,000	6	" "	" "	1887	101½
New Bonds for \$3,000,000.	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872 .....	500,000	6	" "	" "	1892	...
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	...	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	...
1st Mort. Land Grant, Gold .....	16,000 pm	7.3*	Jan. & July.	New York.	1901	...	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia.	1890	...
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv. ..	3,000,000	6	Monthly.	New York.	1884	...
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	76
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage .....	6,000,000	7	April & Oct.	"	1913	...
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold .....	10,950,000	7*	April & Oct.	New York.	...	...	1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	115½
Osage Valley & Southern Kansas:							1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	...
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	...
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	...
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	...
Oswego and Rome (R. W. & O.):							1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	...
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series G) .....	880,000	7	Jan. & July.	"	1912	108
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series H) .....	880,000	7	Feb. & Aug.	"	1912	...
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I) .....	880,000	7	March & Sept.	"	1912	...
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series K) .....	880,000	7	April & Oct.	"	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series L) .....	880,000	7	May & Nov.	"	1912	...
1st Mortgage guar. by C., B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series M) .....	880,000	7	June & Dec.	"	1912	...
Owensboro and Russellville.							2d Mortgage .....	2,000,000	7	April & Oct.	"	1912	100
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892	...	Bridge (O. & P. R. R.) bonds ..	27,500	7	May & Nov.	Philadelphia.	1876	...
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	...
1st Mortgage gold .....	7,000,000	6*	Feb. & Aug.	New York.	1888	80½	Equipment bonds .....	1,000,000	8	March & Sept.	"	1884	...
2d Mortgage sinking fund .....	2,804,000	7	Jan. & July.	"	1891	9½	Pittsburg, Va. and Charleston:						
Income Bonds .....	1,500,000	7	Mar. and Sept.	"	1892	...	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	...
St. Louis County Debt .....	700,900	7	Monthly.	St. Louis.	1885	...	Pittsburg, Wash'ton & Baltimore:						
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892	...	1st Mort. (Pittsb. & Conn'sville) ..	4,000,000	7	Jan. & July.	Baltimore.	1898	103½
1st Mort. (Carondelet Branch) ..	500,000	6*	April & Oct.	"	1893	...	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	...
1st Mort. (Leav. Atch. & N. W.) ..	500,000	7	" "	"	1889	...	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	...	Real Estate Mortgage .....	100,000	6	"	Baltimore.	1883	...
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	...	1st Mortgage for \$3,600,000 .....	20,000 pm	7*	Jan. & July.	New York.	1901	...
Panama:							1st Mortgage for Lake Michigan	1,800,000	7	May & Nov.	New York.	1899	...
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	...	Portland & Ogdensb. (Me. & N. H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold ..	800,000	6*	Jan. & July.	Boston.	1900	...
1st Mortgage gold, S. F. ....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	...	Consol. Mort. gold, for \$3,300,000	749,000	6*	May & Nov.	"	1901	50½
Paterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed .....	500,000	7	Jan. & July.	New York.	1878	...	1st Mortgage gold, for \$2,300,000	700,000	6*	May & Nov.	N. Y. & Bost.	1890	48
Pekin, Linc. & Decatur (T. W. & W.)							Portland and Oxford Central:						
1st Mortgage, guaranteed .....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage of 1883 .....	250,000	6	Jan. & July.	Portland.	1883	...
Pemberton & Hights (U. C. of N. J.):							Portland and Rochester:						
1st Mortgage guaranteed .....	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	...
Peninsular (Mich.) Railway:							1st Mortgage (equal lien) .....	100,000	7	April & Oct.	"	1887	...
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	...	2d Mort. (Portland Loan) .....	396,500	6	Mar. & Sept.	"	1891	...
1st Mortgage gold (S. F.) 2d series	979,000	7*	" "	"	1900	...	Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg fd .....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	...
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105½	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	...
General Mortgage .....	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	102	Portsmouth, Gt. Falls & Conway:						
General Mortgage, registered ..	14,550,000	6*	Jan. & July.	London.	1905	...	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1893	57½
Consolidated Mortgage .....	5,201,675	5	April & Oct.	Philadelphia.	1875-90	...	Poughkeepsie and Eastern:						
State lien for \$7,500,000, skg fd							1st Mort. gold, conv. & tax free ..	644,500	7*	Jan. & July.	New York.	1910	...
Pennsylvania Coal:							2d Mortgage .....	78,000	7	" "	"	...	...
1st Mortgage .....	487,500	7	Feb. and Aug.	New York.	1881	...	Providence and Worcester:						
Pennsylvania and Delaware:							1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1880	...
1st Mortgage .....	1,083,900	7	Feb. & Aug.	Philadelphia.	1903	...	Stoughton Branch bonds .....	1,000,000	6	" "	"	...	...
2d Mortgage .....	519,900	7	April & Oct.	"	1903	...	Quincy, Alton and St. Louis:						
Pennsylvania & New York (L. V.):							1st Mortgage gold .....	1,000,000	7*	May & Nov.	Philadelphia.	1882	...
1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	108	Quincy and Palmyra:						
1st Mortgage guaranteed .....	1,500,000	7	" "	"	1906	...	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	...
Peoria & Bureau Val (O. R. I. & P.):							Quincy and Toledo (T. W. & W.):						
1st Mortgage guaranteed .....	600,000	8	Jan. & July.	New York.	1877	...	1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	52
Peoria & Hannibal (C. B. & Q.):							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed .....	756,000	8	Jan. & July.	Boston.	1890	105½
Peoria, Pekin and Jacksonville:							Reading and Columbia (P. & R.):						
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	...	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	95
2d Mort. conv. and tax free .....	1,000,000	7	April & Oct.	"	1900	...	2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	...
Peoria and Rock Island:							Rensselaer and Saratoga:						
1st Mort. gold, conv. & tax free ..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	...	2d Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	111
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	...	1st Mortgage .....	150,000	7	" "	"	1887	...
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	...
1st Mortgage, guaranteed .....	619,000	6	April & Oct.	Philadelphia.	1897	91	1st Mort. (Troy, Salem & Rutl.)	500,000	7	Jan. and Nov.	"	1890	...
Petersburg:							1st Mortgage (Glenn's Falls) .....	125,000	7	Jan. & July.	"	1894	...
1st Mortgage (instalments) .....	341,500	8	Jan. & July.	New York.	1879-93	...	Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	...
2d Mortgage .....	500,000	8	" "	"	1902	...	Richmond and Danville:						
Philadelphia and Baltimore Cent.:							Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mortgage (Penn. Div. 2d m.) ..	800,000	7	Jan. & July.	Philadelphia.	1879	...	Virginia State guar. bonds .....	157,800	6	" "	"	1875	...
1st Mortgage (Md. Div. 9½ m.) ..	300,000	6	" "	"	1891	...	1st Mort. (Piedmont Branch) ..	500,000	8	"	"	1888	...
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	" "	"	1900	...	1st Mort. (Northwestern, N. C.) ..	500,000	6.7	April & Oct.	N. Y. or Rich.	...	...
Philadelphia and Erie (Penn.):							Consolidated Mortgage .....	1,760,000	8	May and Nov.	New York.	75-90	72
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	103½	Rich., Frederickburg & Potomac:						
1st Mortgage .....	5,000,000	6	" "	"	1881	97½	Sterling Loan .....	57,771	6*	Jan. & July.	London.		

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	116,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M.(W.D.)land grant, g'd tax fr	5,500,000	8*	" " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " "	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron(Cumb.Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	106	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	8*	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1884	77	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,185,500	6*	Jan. & July.	New York.	1888	75
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	92	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	56 1/2	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" " "	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	....
Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	....	3d preferred bonds.....	452,500	6	" " "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	645,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	90 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	80	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M.(Evans, D.)gold skg f'd, con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	" " "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	" " "	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Watab) 80m.	566,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,759	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R. R. & Lands.	8,500,000	7*	" " "	"	....	....	1st Mortgage gold, tax free.....	8,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	440,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	430,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90 1/2	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
Savannah, Griffin & North Ala.:							Suspense, Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000....	516,000	7	" " "	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	74
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	68
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89 1/2	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	22
Shenandoah and Fond du Lac:							Equipment Mort. sinking fund..	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....</							



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$ 89,700	7	Jan. & July.	Troy.	1878	....	Western Maryland:	\$					
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	80
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	101
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	95
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	89
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt....	875,000	6	"	"	1900	106
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6	Jan. and July.	New York.	1899	96
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	6	Jan. & July.	N. Y. & Bos.	96-99	102	1st Mortgage for \$5,000,000....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,874,000	6	Apr. and Oct.	"	1887	98	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	98	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	86
3d Mortgage Sinking Fund.....	14,400,000	6	March & Sept.	New York.	1894	87	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	99
Omaha Bridge B'ds, stg \$500,000	2,500,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,600,000	6	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	"	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
Union Pacific, S. Br. (M. K. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
Union & Titusville (O. C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	7	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	White Water Valley:						
United N. J. R. R. & Canal Cos.							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	101	Wico Mico and Pocomoke:						
Sterling Loan £569,200 (U. Co's)	1,846,000	5	"	London.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan £360,000 ( " )	1,800,000	6	"	"	1894	....	Williamston and Tarboro':						
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	....	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days	after demand.)	....	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	50
Sterling S. F. £262,000 (C. & A.)	1,310,000	6	Feb. and Aug.	London.	1890	....	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	100	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	101	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	10
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	104	Wilmington and Weldon:						
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	99
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7.5	J. A. J. & G. Phil. & Wilm.	1892	....	....
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	7	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,018,500	7	Jan. and July.	Boston.	1901	62
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	81-87	....
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	CANAL BONDS.						
General 2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Delaware:						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	88
4th series (not end.).....	1,141,706	7	Apr. and Oct.	"	1890	....	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Vineland:							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware Division (L. O. & N.):						
Virginia & Tennessee (A. M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	72	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	72	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	104
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	110
Funded Interest.....	226,300	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	112
Income Mortgage (fundable).....	93,500	8	"	"	1866	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	107
Wallkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	42,550	6	"	"	1882	90
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Loan, gold.....	822,000	6	March & Sept.	"	1894	105
Warren & Franklin (O. C. & A. Riv.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	102
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	101
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,757,000	6	June & Dec.	"	1897	106
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,066,000	7	"	"	1911	....
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	78	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. ( " )	350,000	7	"	"	1891	....	Morris (and Banking):						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	98	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	72	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	70	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	67	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
Virginia State Loan.....	249												

\* RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

*The asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."*

[illegible]



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See article on page 1491, the column headed "Rolling Stock" signifies that the cost thereof is included in the column headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

Year ending	Railroad.			Rolling Stock		Companies.	Property and Assets.			Liabilities.			Railroad Operated.	Operations.			Earnings.			Value of Shares.			
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.			Engines.	Cars.		Freight.	Stocks.	Bonds.		Accounts.	Surplus Income.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	p.c.
				M.	M.			M.	M.														
Jan. 30, 1874	111.0	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Feb. 30, 1874	111.8	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Mar. 31, 1874	112.5	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Apr. 30, 1874	113.2	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
May 31, 1874	114.0	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Jun. 30, 1874	114.8	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Jul. 31, 1874	115.5	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Aug. 31, 1874	116.2	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Sept. 30, 1874	117.0	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Oct. 31, 1874	117.8	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Nov. 30, 1874	118.5	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Dec. 31, 1874	119.2	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Jan. 30, 1875	120.0	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Feb. 30, 1875	120.8	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Mar. 31, 1875	121.5	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Apr. 30, 1875	122.2	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
May 31, 1875	123.0	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Jun. 30, 1875	123.8	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Jul. 31, 1875	124.5	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Aug. 31, 1875	125.2	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Sept. 30, 1875	126.0	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Oct. 31, 1875	126.8	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Nov. 30, 1875	127.5	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	
Dec. 31, 1875	128.2	5.6	0.3	3.1	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	4,656,167	389,639	



Dec. 31 1874	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

in error (?) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

[illegible]



Art.	39	19	7	417	1,665,400	9,230,000	237.6	(No statement furnished)	100
1	11.9	4.5	12,980,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
2	8.0	6.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
3	8.0	6.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
4	6.4	34.2	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
5	1.6	6.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
6	5.6	6.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
7	15.3	11.6	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
8	7.1	41.6	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
9	2.0	2.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
10	16.1	30.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
11	2.6	2.6	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
12	14.0	14.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
13	80.6	80.6	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
14	10.5	10.5	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
15	14.2	14.2	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
16	88.3	88.3	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
17	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
18	2.0	2.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
19	4.0	4.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
20	37.1	37.1	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
21	29.6	29.6	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
22	20.0	20.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
23	4.8	4.8	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
24	5.0	5.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
25	6.0	6.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
26	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
27	17.4	17.4	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
28	30.2	30.2	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
29	106.2	106.2	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
30	7.0	7.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
31	18.4	18.4	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
32	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
33	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
34	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
35	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
36	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
37	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
38	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
39	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
40	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
41	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
42	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
43	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
44	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
45	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
46	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
47	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
48	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
49	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
50	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
51	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
52	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
53	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
54	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
55	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
56	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
57	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
58	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
59	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
60	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
61	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
62	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
63	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
64	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
65	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
66	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
67	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
68	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
69	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
70	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
71	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
72	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
73	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
74	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
75	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
76	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
77	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
78	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
79	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
80	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
81	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
82	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
83	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
84	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
85	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
86	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
87	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
88	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
89	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
90	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
91	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
92	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
93	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
94	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
95	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
96	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
97	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
98	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
99	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	
100	10.0	10.0	1,208,000	1,665,400	9,230,000	237.6	(No statement furnished)	100	

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Div'ds	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref.	10,000,000	7	7		
Atlantic, Mississippi and Ohio, guar.	800,000	7	7		
Atlantic, Mississippi and Ohio, pref.	276,200	7	7		
Atlantic and Pacific, preferred	10,000,000	7	7		
Atlantic and St. Lawrence, * guar.	8,994,900	4	4		
Baltimore and Ohio, * preferred	3,552,800	6	6		
Berkshire, * guaranteed	600,000	7	7		
Blossburg and Corning, * guaranteed	250,000	5	5		
Boston, Concord and Montreal, pref.	800,000	6	6		
Buffalo, New York and Erie, * guar.	950,000	7	7		
Catawissa, * pref. and guar.	1,159,500	7	7		
Camden and Amboy, * guaranteed	5,847,800	10	10		
Camden and Atlantic, preferred	835,469	7	7		
Cayuga and Susquehanna, * guar.	889,110	9	9		
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7		
Central of New Jersey, * guar.	20,000,000	10	10		
Central Ohio, * preferred	411,550	6	6		
Chemung, * guaranteed	380,000	6	6		
Cheshire, preferred	2,153,200	7	7		
Chicago and Alton, * preferred	2,425,400	10	10		
Chicago, Iowa & Nebraska, * guar.	3,916,500	8	8		
Chicago and North-Western, pref.	21,485,653	7	7		
Cinc., Sand. and Cleveland, pref.	429,000	6	6		
Cleveland and Mahoning, * guar.	2,059,200	7	7		
Cleveland and Pittsburg, * guar.	11,236,150	7	7		
Cumberland Valley, 1st preferred	241,900	8	8		
" 2d preferred	243,000	8	8		
Dayton and Michigan, pref. & guar.	922,400	8	8		
Delaware, * guaranteed	1,350,950	6	6		
Detroit and Milwaukee pref. & guar.	2,517,140	6	6		
Dubuque and Sioux City, * guar.	6,000,000	8	8		
Dubuque South-Western, pref.	500,315	8	8		
Eastern (N. H.), * guaranteed	492,500	6	6		
Elmira, Jeff. and Canad. * guar.	500,000	5	5		
Elmira & Williamsport, pref. & guar.	500,000	7	7		
" com. & * guar.	500,000	5	5		
Erie Railway, preferred	8,535,910	7	7		
Erie and Pittsburg, * guar.	2,000,000	7	7		
Evansville and Crawfordville, pref.	100,000	7	7		
Hannibal and St. Joseph, pref.	2,167,700	7	7		
Harrisburg and Lancaster, * guar.	1,182,550	7	7		
Housatonic, preferred	1,180,750	8	8		
Huntington & Broad Top Min. pref.	190,750	7	7		
Jeff., Mad. & Indianapolis, * guar.	2,000,000	7	7		
Joliet and Chicago, * guar.	1,500,000	8	8		
Joliet and Northern Indiana, * guar.	300,000	8	8		
Little Miami, Col. and Xenia, * guar.	6,394,450	9	9		
Louisv., Cincinnati and Lex. pref.	851,000	6	6		
Marietta and Cincinnati, 1st pref.	3,101,650	6	6		
" 2d pref.	4,458,250	6	6		
Mich. Southern, (Lake Shore) guar.	553,500	10	10		
Mill Creek, * guaranteed	323,375	7	7		
Milwaukee and St. Paul, preferred	12,274,483	7	7		
Mine Hill, * guaranteed	3,856,450	8	8		
Montclair, * guaranteed	2,000,000	7	7		
Morris and Essex, * guar.	15,000,000	7	7		
Nequehoning Valley, * guar.	2,000,000	10	10		
Newark and New York, * guar.	1,000,000	7	7		
Newcastle and Beaver Valley * guar.	605,000	10	10		
New Jersey, * guaranteed	7,295,200	10	10		
New London Northern, * guar.	971,400	8	8		
New York & Harlem, * pref. & guar.	1,500,000	8	8		
" com. & guar.	8,500,000	8	8		
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6		
North Eastern (S. C.), preferred	105,000	8	8		
Northern New Jersey, * guar.	1,000,000	8	8		
Norwich and Worcester, * guar.	2,823,400	10	10		
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7		
" pf. & * guar.	2,000,000	8	8		
Ohio and Mississippi, preferred	4,030,000	7	7		
Oswego and Syracuse, * guar.	1,144,400	9	9		
Panama, guaranteed	7,000,000	12	12		
Patterson and Hudson, * guar.	630,000	8	8		
Pemberton and Hightstown, * guar.	342,000	6	6		
Peoria and Bureau Valley, * guar.	1,200,000	8	8		
Philadelphia and Erie, preferred	2,400,000	12	12		
Phila., Germantown & Norristown, * guar.	2,231,900	12	12		
Philadelphia and Reading, * pref.	1,551,687	10	10		
Philadelphia and Trenton, * guar.	1,259,100	10	10		
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7		
Pittsburg and North Adams, * guar.	400,000	5	5		
Portland, Saco & Portsmouth, * guar.	1,500,000	10	10		
Rockchester & Genesee Valley, * guar.	557,500	7	7		
Rutland, * preferred and guaranteed	4,300,000	7	7		
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7		
St. Louis, Jacksonv. & Ch., pf. & * guar.	1,054,100	7	7		
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5		
Schuylkill Valley, * guaranteed	676,000	5	5		
Whamokin V. & Pottsville, * guar.	889,450	6	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7		
" 2d pref.	1,000,000	7	7		
Toledo, Wabash and Western, pref.	1,000,000	7	7		
Warren, * guaranteed	1,900,000	7	7		
<b>CANAL STOCKS.</b>					
Delaware Division, * guar.	1,633,350	8	8		
Delaware and Raritan, * guar.	5,847,500	10	10		
Morris preferred and * guaranteed	1,175,000	10	10		
" a. and * guar.	1,696,000	4	4		
Schuylkill Navigation preferred	2,908,977	6	6		

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness.....per ton 22 50 @ 33 —	
Gartsherrie.....32 50 @ 33 —	
Summerlee.....31 50 @ 32 —	
Carnbroe.....— @ —	
Langloan.....— @ —	
Glengarnock.....31 50 @ 32 —	
Eglington.....29 50 @ 30 —	
Pig, American, No. 1.....23 50 @ 25 —	
Pig, American, No. 2.....22 — @ 23 —	
Pig, American, Forge.....17 — @ 20 —	
Bar, Refined, English and American.....— @ —	
Bar, Swedes, assorted sizes.....(gold).....@ 110 —	
(STORE PRICES.)	
Bar, Swedes, ordinary sizes.....180 — @ 140 —	
Bar, Swedes, Flaw sizes.....— @ —	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6	
inch x 1 to 1 in.....57 50 @ 60 —	
Bar Refined, 1½ to 6 by 1 & 5-16 in.....62 50 @ 65 —	
Bar Refined, 1 & 1½ by 1 & 5-16.....62 50 @ 65 —	
Large Rounds, 2½ to 3½ @ 4 in.....62 50 @ 72 50	
Scroll.....77 50 @ 122 50	
Ovals and Half-round.....72 50 @ 82 50	
Band, 1 to 6 in. by 3-16 to No. 12.....72 50 @ 77 50	
Horse Shoe.....85 — @ 90 —	
Rods, 1 to 3-16 inch.....61 50 @ 110 —	
Nail, 1 by No. 22 to 1 & 1½ by 13 & 14.....82 50 @ 132 50	
Nail Rod.....— @ 74 — 8	
Sheet Russia, as to assortment.....(gold).....12 — @ 12½	
Sheet, Single, D. and T. Common.....— @ 4½ — 4	
Sheet, Double and Trebles, Charcoal.....5 — @ 5½	
Sheet Galvanized 1st and 2d quality.....List 20 @ 35 p. c. disc.	
Rails, English.....(gold).....per ton 35 — @ 38 —	
Rails, American, at Works in Penna., c'y. 45 — @ 50 —	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. — 14½ @ — 17	
English Spring (2d and 1st quality).....— 6½ @ — 7	
English Blister (2d and 1st quality).....— 9 @ — 14	
English Machinery.....104 — @ 11	
English German (2d and 1st quality).....104 — @ 11½	
American Blister.....— @ 9	
American, Cast, Tool.....— @ 16	
American, Cast Spring.....— @ 10	
American Machinery.....— @ 11	
American German Spring.....— @ —	
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 6d. Com. Fence & Sheath per keg. 3 — @ 3 15	
8d. and 9d. ".....3 25 @ 3 40	
6d. and 7d. ".....3 50 @ 3 65	
4d. and 5d. ".....3 75 @ 3 90	
3d. and 4d. Light.....4 50 @ 4 65	
3d. Fine.....5 25 @ 5 40	
2d. ".....6 — @ 6 15	
Cut Spikes, all sizes.....3 25 @ —	
TIN—DUTY: Pig, Bars and Block, FINE; Plate and Sheets and Tens Plates, 1 to 10 cents per pound.	
Blanca.....(gold) per lb. — @ — 24	
Straits.....(gold).....104 — @ 20	
English, L. & F.....(gold).....104 — @ 19½	
English, Refined.....(gold).....104 — @ —	
Plates—Fair to good brands.....Gold.	
I. C. Charcoal.....per box. 7 25 @ 7 50	
I. C. Coke.....6 25 @ 6 62½	
Coke Terne.....5 75 @ 6 25	
Charcoal Terne.....6 87½ @ 7 25	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....— @ — 61	
Crude 40@47 gravity (in shipping order).....— 10 @ — 10½	
Refined, Standard White (in ship's order).....12½ @ — 12½	
Refined, S. W. (in jobbing lots).....13½ @ — 14	
Refined, S. W. (in tin).....16½ @ — 19	
Naptha, Refined (65@73 gravity).....— @ — 10	
Residuum.....(in shipping order) per gall. — @ — 61	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. — @ 30	
Copper, Bolts.....— @ 31	
Copper, Braziers' (over 16 oz.).....— @ 31	
Copper, Nails.....38 — @ 39	
Copper, Old Sheathing, &c., mixed lots.....19 — @ 21	
Copper, American Ingot Lote.....23½ @ 23½	
Copper, English Pig.....— @ —	
Yellow Metal, New Sheathing & bronze.....— @ 21	
Yellow Metal, Bolts.....— @ 28	
Yellow Metal, Nails, Sheathing & Slatting.....— @ 21	
LEAD—DUTY: Pig, \$2 per 100 lb.; Old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 7 12½ @ —	
German Ordinary.....(gold) 7 12½ @ —	
English.....(gold).....— @ 7 12½	
Foreign Refined.....(gold).....— @ —	
Domestic.....(gold) 5 87½ @ 5 95	
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FINE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....12 — @ —	
Liverpool House Cannel.....18 — @ —	
Anthracite (by cargo).....per ton of 2,000 lb. 5 25 @ 6 50	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	W.10.Th.11.F.12.Sat.13.M.15.Tu.16.	
Allegheny Val. 7 3-10s. 92½	92½	
7s. ....	92½	
Camden & Am. 6s, 1883.....	101	
6s, 1889.....	104	
Mort. 6s, 1889.....	104	
Camden and Atlantic.....	52½	
Preferred.....	52½	
1st mortgage.....	52½	
2d mortgage.....	52½	
Catawissa.....	18½	
Preferred.....	44½	
New preferred.....	43½	
7s, new.....	43	
Elmira & Williamsport.....	43	
Preferred.....	43	
7s.....	43	
Hunt & B. Top Mt.....	7½	
Preferred.....	14½	
2d mortgage.....	14½	
Lehigh Navigation.....	51 51½ 53 51 51 51	
6s, 1877.....	102	
6s, 1884.....	102	
Gold Loan.....	104½ 105 105½ 105	
Railroad Loan.....	102	
Conv. Gold Loan.....	102	
Lehigh Valley.....	62½ 62½ 62½ 62½ 62½ 62½	
6s, new, coupon.....	109	
6s, new, registered.....	109	
7s.....	109½ 109½ 109½	
Little Schuylkill.....	51½ 51½ 51½	
7s.....	54	
Minehill & Sch. Haven.....	54 54 54	
North Pennsylvania.....	105	
1st mortgage 6s.....	105	
2d mortgage 7s.....	105	
Chattel 10s.....	104½ 104½ 104½ 104½	
Gen'l mort. 7s, coup.....	104½ 104½ 104½ 104½	
Northern Central.....	31½ 32 32 32	
Oil Creek & Alleg. Riv. 10½	10½ 11½ 11½ 11½ 11	
7s.....	60	
Pennsylvania R. R.....	50½ 50½ 50½ 50½ 50½	
1st mortgage.....	105 105½ 105½ 105½	
Gen'l mortgage.....	105	
Gen'l mort. reg.....	102	
Penn. State 6s, 2d series.....	106	
Penn. State 6s, 3d series.....	113½ 113	
Philadelphia City, 6s.....	105	
6s, new.....	109 109 109½ 109½ 109½	
Phila. and Reading.....	55½ 55½ 55½ 55½ 55½	
Debenture bonds.....	81½ 81½ 81½	
7s, of 1883.....	108	
7s, new, convertible.....	108½ 108½ 108½	
Gen'l mortgage.....	109½ 109½ 109½	
Gen'l mortgage, reg.....	109½ 109½ 109½	
Philadelphia and Erie, 10½	10½ 10½ 10½ 10½ 10½	
1st mortgage, 6s.....	97½ 97½ 97½	
2d mortgage, 7s.....	88½ 88½ 88½	
Schuylkill Navigation.....	15½ 15 15 15	
Preferred.....	97 97 97	
6s, 1872.....	82 82 82	
6s, 1876.....	82 82 82	
6s, 1882.....	133 133 133 133	
United Co. of N. Jersey.....	28½ 28½ 28½ 28½	
Hestonville, (Horse), 23½	28½ 28½ 28½ 28½	
Chestnut & Wal. (do.).....	28½ 28½ 28½ 28½	
Green and Coates (do.).....	28½ 28½ 28½ 28½	
2d and 3d streets (do.).....	28½ 28½ 28½ 28½	
Spruce and Pine (do.) 32½	28½ 28½ 28½ 28½	
13th and 15th sts. (do.).....	28½ 28½ 28½ 28½	

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	W.10.Th.11.F.12.	Sat.13.M.15.Tu.16.	
Baltimore City 6s, 1886.....	106½	107½	107
6s, 1884.....	106½	106½	106½
6s, 1900.....	106½	106½	106½
6s, 1900, new.....	106		106
Baltimore and Ohio.....	174		
6s, 1880.....			
6s, 1885.....	42	41½	
Central Ohio.....	90½	90½	90½
1st mortgage.....	108	108	108
Marietta & Cincinnati.....	96½	96½	96½
1st mortgage, 7s.....	96½	96½	96½
2d mortgage, 7s.....	96½	96½	96½
3d mortgage, 8s.....	31½	31½	31½
Northern Central.....	32	32	32
2d mortgage, 6s, 1885.....	97	97	97
3d mortgage, 6s, 1900.....	97	97	97
6s, 1900, Gold.....	97	97	97
Orange and Alex. 1st.....	77½	77½	77½
2d mortgage, 6s.....	77½	77½	77½
3d mortgage, 6s.....	77½	77½	77½
4th mortgage, 8s.....	75	75	75
O., Alex. & Manassas 7s 77½	77½	77½	77½
Pittab. & Connellsv. 7s.....	102	102½	102½
Rich. and Danville 1st.....	102	102½	102½
Virginia 6s, Consol.....	66	66½	66½
Coupons.....	91	91	91
Deferred Certificates.....	9	9	9
Western Maryland.....			
1st M., end. by Balt.....			
2d M., do.....			
3d M., do.....			
1st M., unendorsed.....			106½
2d M., end. Wash. Co.....			
2d Mort., preferred.....			
Wilm. Col. & Aug. 7s.....	50	50	50
City Passenger R.R.....	28½		



## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
Adams Express.....	101	102	102	103	101	101
Albany and Susq.....	101	102	102	103	101	101
1st mortgage.....	101	102	102	103	101	101
2d mortgage.....	101	102	102	103	101	101
American Express.....	58	58	58	59	59	59
Am. Dock and Imp. 7s.100	100	100	100	100	100	100
Atlantic & Pacific pref. 5	19	19	19	19	19	19
Atlantic & Pacific Tel.....	19	19	19	19	19	19
Bost., Hart & Erie 1st.....	40	40	40	40	40	40
Burl., C. R. & Minn. 1st.....	40	40	40	40	40	40
Canton Co.....	40	40	40	40	40	40
Central of N. Jersey 104	104	105	105	105	105	105
1st mortgage, new.....	111	111	111	111	111	111
7s, consolidated.....	107	107	107	107	107	107
7s, convertible.....	105	105	105	105	105	105
Central Pacific 6s, gold.104	104	104	104	104	104	104
1st M. (San Joaquin). 87	88	88	88	88	88	88
1st M. (Cal. and Or.). 89	89	89	89	89	89	89
Ches. and Ohio 1st M.....	97	97	97	97	97	97
Chicago and Alton.....	97	97	97	97	97	97
Preferred.....	97	97	97	97	97	97
1st mortgage.....	97	97	97	97	97	97
Sinking Fund.....	97	97	97	97	97	97
Income bonds.....	97	97	97	97	97	97
Chic., Burl. & Quincy.112	112	112	112	112	112	112
7s Consol. 1893.....	112	112	112	112	112	112
8s, 1883.....	112	112	112	112	112	112
Chic. & Milwaukee 1st.....	112	112	112	112	112	112
Chic., Mil. and St. Paul. 35	35	35	35	35	35	35
Preferred.....	64	64	64	64	64	64
1st mortgage, 8s.....	64	64	64	64	64	64
2d mortgage, 7 3-10s.....	93	93	93	93	93	93
7s, gold.....	93	93	93	93	93	93
1st M. (La Crosse div.).....	94	95	95	95	95	95
1st M. (I. and M. div.).....	83	83	83	83	83	83
1st M. (I. and D. div.).....	83	83	83	83	83	83
1st M. (H. & D. div.).....	85	85	85	85	85	85
1st M. (C. & M. div.).....	85	85	85	85	85	85
Consolidated S. F.....	80	81	80	81	81	81
Chic. & Northwestern.....	88	88	88	88	88	88
Preferred.....	63	62	62	63	63	63
1st mortgage.....	63	62	62	63	63	63
Sinking Fund.....	63	62	62	63	63	63
Consolidated 7s.....	96	97	97	97	97	97
Consol. Gold bonds.....	87	88	87	88	87	87
Chic., Rock Isl. & Pac.104	104	104	104	104	104	104
7s, 1896.....	104	104	104	104	104	104
Clev., Col. C. and Ind. 60	60	60	60	60	60	60
1st mortgage.....	106	106	106	106	106	106
Clev. & Pittsburg guar.....	106	106	106	106	106	106
7s, Consolidated.....	105	105	105	105	105	105
4th mortgage.....	102	102	102	102	102	102
Clev., P. and Ash. 7s.....	102	102	102	102	102	102
7s, new.....	102	102	102	102	102	102
Clev. and Tol. S. F.....	102	102	102	102	102	102
Col. Chl. & Ind. Cent. 5	5	5	5	5	5	5
1st mortgage.....	50	50	50	50	50	50
2d mortgage.....	48	48	48	48	48	48
Consol. Coal of Md.....	47	47	47	47	47	47
Del. & Hudson Canal 120	120	121	121	121	121	121
Reg. 7s, 1891.....	120	120	120	120	120	120
Reg. 7s, 1884.....	120	120	120	120	120	120
7s, 1894.....	107	107	107	107	107	107
Del. Lack. & Western.118	117	118	119	119	119	119
2d mortgage 7s.....	118	118	118	118	118	118
7s, Convertible.....	118	118	118	118	118	118
Det. Mon. & Tol. 1st.....	70	71	72	69	69	69
Det. of Columbia 3-6s.....	70	71	72	69	69	69
Erie Railway.....	17	17	16	16	15	15
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	90	90	90	90	90	90
3d mortgage.....	90	90	90	90	90	90
4th mortgage.....	90	90	90	90	90	90
5th mortgage.....	90	90	90	90	90	90
Great Western 1st mort.....	22	22	22	22	22	22
2d mortgage.....	22	22	22	22	22	22
Hannibal & St. Joseph, 22	22	22	22	22	22	22
Preferred.....	25	25	25	25	25	25
8s, Convertible.....	80	79	79	79	79	79
Hudson River 2d mort.....	92	92	92	92	92	92
Illinois Central.....	92	92	92	92	92	92
Kansas Pacific.....	61	61	61	61	61	61
Lake Shore & Mich. So. 61	61	61	61	61	61	61
Consol. 7s.....	102	102	102	102	102	102
Consol. 7s, reg.....	101	102	102	102	102	102
2d Consolidated.....	97	97	97	97	97	97
Lake Shore Div. bonds.....	104	104	104	104	104	104
Long Dock bonds.....	104	104	104	104	104	104
Lvillie & Nash. 7s Cons. 82	82	81	81	81	81	81
Michigan Central.....	66	66	66	66	66	66
7s, 1902.....	101	100	101	101	102	101
8s, 1882.....	101	100	101	101	102	101
M. S. and N. I. 1st, S.F.....	103	103	103	103	103	103
2d mortgage.....	113	113	113	113	113	113
Morris and Essex.....	103	103	103	103	103	103
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	105	105	105	105	105	105
7s of 1871.....	105	105	105	105	105	105
7s, Convertible.....	105	105	105	105	105	105
7s, Consolidated.....	105	105	105	105	105	105
N. Y. Cent. & Hud. Riv 104	105	105	105	105	105	105
6s, Sinking fund, 1876.....	104	104	104	104	104	104
6s, Sinking fund, 1883.....	104	104	104	104	104	104
6s, Sinking fund, 1887.104	104	104	104	104	104	104
1st mortgage.....	119	119	119	119	119	119
1st mortgage, reg.....	119	119	119	119	119	119
N. York and Harlem.....	133	133	133	133	133	133
Preferred.....	111	111	111	111	111	111
1st mortgage.....	111	111	111	111	111	111
1st mortgage, reg.....	111	111	111	111	111	111

## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
New Jersey.....	132	133	133	133	133	133
N. Y., N. Haven & Hart.....	145	145	145	145	145	145
North Missouri 1st M.....	90	90	90	90	90	90
Ohio and Mississippi 17	18	19	19	19	19	19
Preferred.....	68	69	70	71	71	70
2d mortgage.....	68	69	70	71	71	70
Consolidated 7s.....	91	91	92	93	93	93
Consol. Sinking fund. 89	91	91	92	93	93	93
1st M. (Springfield D.).....	39	41	40	40	41	40
Pacific Mail S. S. Co.....	13	13	13	13	12	11
Pacific R. R. of Mo.....	13	13	13	13	12	11
2d mortgage.....	69	69	69	69	69	69
Pacific 7s, guar. by Mo.102	102	102	102	102	102	102
Panama.....	129	129	128	128	128	128
Pitts., Ft. W. & Chi. 93	97	96	97	97	97	97
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	108	108	108	108	108	108
3d mortgage.....	108	108	108	108	108	108
Quicksilver Mining Co.....	17	17	17	17	17	17
Preferred.....	23	23	23	23	23	23
St. L., Alton and T. H. 5	23	23	23	23	23	23
Preferred.....	21	21	21	21	21	21
1st mortgage.....	21	21	21	21	21	21
2d mort. preferred.....	21	21	21	21	21	21
Income bonds.....	21	21	21	21	21	21
St. L., Iron Mt. & S'ithu. 15	15	15	15	15	15	15
2d mortgage.....	91	91	91	91	91	91
2d mortgage.....	91	91	91	91	91	91
S. L., Jack. & Chi. 1st.....	99	99	99	99	99	99
St. L., Kan. City & N. 5	5	5	5	5	5	5
Preferred.....	27	27	27	27	27	27
Tol. P. & War. 1st E.D.....	68	68	68	68	68	68
1st mort., West. Div.....	68	68	68	68	68	68
Tol. Wab. & Western. 6	6	6	6	6	6	6
Preferred.....	5	5	5	5	5	5
1st mortgage.....	48	48	48	48	48	48
2d mortgage.....	48	48	48	48	48	48
7s, Consolidated.....	48	48	48	48	48	48
St. Louis Division.....	103	103	103	103	103	103
Union Pacific.....	71	71	71	71	71	71
1st mortgage.....	103	103	103	103	103	103
Land Grant 7s.....	98	98	98	98	98	98
Sinking Fund 8s.....	87	89	89	89	89	89
United States Express. 4	45	45	45	45	45	45
Warren.....	80	80	80	80	80	80
Wells-Fargo Express.....	81	80	80	80	81	81
Western Pacific bonds. 9	9	9	9	9	9	9
Western Union Tel.....	75	75	75	75	75	75
7s, S. F. conv. 1900.....	98	98	98	98	98	98

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

Th. 11. F. 12. Sat. 13. M. 15. Tu. 16. W. 17.						
Atch., Top. and San. Fe.....	68	69	69	69	69	69
1st mortgage.....	68	68	67	67	67	67
Land Grant 7s.....	132	132	133	133	132	133
Income 12s.....	112	112	112	112	112	112
Boston and Albany.....	112	112	112	112	112	112
7s, 1895.....	112	112	112	112	112	112
Boston and Lowell.....	64	64	64	64	64	64
7s.....	111	111	111	111	111	111
Boston and Maine.....	111	111	111	111	111	111
Boston and Providence.....	146	146	146	146	146	146
Boston, Hart. & Erie 7s. 21	20	21	21	20	20	20
Boston Water Power.....	10	9	9	9	9	9
Burl. & Mo. R. in Iowa.....	75	75	75	75	75	75
Land Grant 7s.....	100	100	100	100	100	100
Burl. & Mo. R. in Neb.....	39	39	39	39	39	39
8s, old.....	100	100	100	100	100	100
Carthage and Burl. 8s.....	103	103	103	103	103	103
Cary Improvement.....	3	3	3	3	3	3
Chl., Burl. and Quincy.....	112	112	112	111	112	112
7s.....	104	104	104	104	104	104
Cin., Sand. and Clev.....	8	8	8	8	8	8
Concord.....	79	79	79	79	79	79
Connecticut River.....	21	21	21	20	19	17
Eastern.....	68	67	67	67	67	67
7s, Sinking Fund.....	129	130	132	132	131	131
Fitchburg.....	67	66	66	65	65	65
Ind., Cin. & Lafayette.....	67	66	66	65	65	65
Michigan Central.....	67	66	66	65	65	65
Nashua and Lowell.....	79	79	79	79	79	79
Northern, N. H.....	31	31	31	31	31	31
Norwich & Worcester.....	75	75	75	75	75	75
Ogden & Lake Champ.....	31	31	31	31	31	31
Preferred.....	75	75	75	75	75	75
Old Colony.....	109	109	109	110	109	109
7s, 1877.....	110	110	110	110	110	110
Ph., Wil. & Baltimore.....	61	61	61	61	61	61
Port'd, Saco & Ports.....	80	80	80	80	80	80
Ports., Gt. Falls & Con.....	9	9	9	9	9	9
Pullman Palace Car.....	82	81	81	82	82	82
Union Pacific.....	101	101	102	101	101	101
6s.....	101	101	102	101	101	101
Land Grant 7s.....	97	97	97	97	97	97
Sinking Fund 8s.....	88	88	88	87	88	88
Vermont and Canada.....	98	98	98	98	98	98
Vermont and Mass.....	98	98	98	98	98	98
Worcester and Nashua.....	93	93	93	93	93	93
Cambridge (Horse).....	57	57	57	57	57	57
Metropolitan ("").....	57	57	57	57	57	57
7s.....	57	57	57	57	57	57
Middlesex ("").....	57	57	57	57	57	57
Central Mining Co.....	34	34	34	34	34	34
Calumet and Hecla.....	161	161	161	161	161	161
Copper Falls.....	42	42	42	42	42	42
Franklin.....	42	42	42	42	42	42
Quincy.....	42	42	42	42	42	42

discounts, and an increase of \$105,700 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$50,143,914 against \$53,859,578, the preceding week; and a coin hoard of \$42,007,694 against \$41,764,600, on the previous return. The City bank exchanges in currency reached \$415,380,336, or a daily average of \$69,230,056. The customs revenue of the port, during the week, was \$1,718,000. The City banks reported their average of gold last week at \$14,409,400, and their greenback average, at \$48,954,500. Their deposits stood at \$218,507,300. The loan item was \$273,881,600. The circulation was \$18,145,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$8,737,075.

The aggregate of the outstanding U. S. currency, of all denominations, November 1st was \$414,455,666. The outstanding amount of legal tender notes is \$373,236,244. The National bank circulation is now \$345,602,278, including \$2,220,000 of national gold bank notes.

The specie shipments from San Francisco, January 1, to October 28, were \$39,417,705, against \$24,257,627 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$16,365,961; special deposit of legal tenders for the redemption of certificates of deposit, \$53,035,000; Coin, \$71,250,000; Coin certificates \$18,400,000.

The week's import entries of Foreign Merchandise at New York were \$4,135,565, including \$1,329,090 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 44 millions; and from Customs, 62½ millions.

Gold has been less active and quoted lower. The speculative inquiry has been lighter. The customs call moderate, and the export drain unimportant. The extremes of the price during the week have been 114½@114¾, closing on Wednesday at 114¾, as against 114½ on Wednesday of the preceding week. The specie outflow last week was \$358,418 against \$604,150 the previous week. The imports of specie at this port since Jan. 1, have been \$11,273,397, against \$5,480,450 same time last year. The customs demand for Gold last week averaged \$286,333 per day. Foreign Exchange has been in more demand and quoted stronger. Bankers' sixty day bills on London closed on Wednesday at \$4 83½@84 84; sight bills on London at \$4 87½@88 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,832,890. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,135,565, as against \$6,092,737,027 the corresponding week of last year.

Government Securities have been in good investment demand at current quotations, closing very firmly. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$366,150,812.

U. S. sixes of 1881 closed on Wednesday of this week at 122½@123; U. S. Five-Twenties of 1864, at 114½@114¾; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1865,

consolidated, 119½@119¾; U. S. Five-Twenties of 1867, 121¼@121½; U. S. Five-Twenties of 1868, 121¾@122; U. S. Ten-forties at 117½@117¾; U. S. Fives of 1881, (Funding Loan) 116¼@116½; Six per cent. currency Sixes, 124½@124¾.

State and Railway bonds have been in more active demand at generally firmer prices. And in the line of Railway and Miscellaneous share property, business has been less animated with values quoted quite irregular, in the leading instances, closing weak.

General business has been comparatively tame in nearly all lines since our last, though prices of Produce and Merchandise in several instances have been quoted lower. The Metal trade has been inactive, as a rule, and values have been depressed—Ingot Copper showing exceptional animation and firmness. Eglington Pig Iron quoted here at \$29 50@30; Glengarnock, \$32@33; Coltness, \$33; No. 1 American Pig at \$24@25; No. 2 do. at \$22@23; Forge, \$19@21; English Rails at \$46@49, gold; American Rails, at works, \$46@50; Old Rails, \$25@26. Wrought Scrap, \$30@32. Ocean freights have been more active and quoted stronger. Grain, Provisions, Resin, Petroleum and Cotton room in most demand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—New Jersey Southern R. R., 1½; Dubuque and Sioux City R. R., 66; Rensselaer and Saratoga R. R., 114½; Milwaukee and St. Paul 2d mort., 90; Buffalo, New York and Erie 1st mort., 88; Canada Southern 1st mort., coupon on, 52; Chesapeake and Ohio R. R. 1st mort., coupon off, 25; do. coupon on, 31½; Lehigh and Wilkesbarre 7s, conv., 96; Ind., Bloom. and Western 2d mort., 10; Rome, Watertown and Ogdensburg 7s, consol., 89¾; Maryland Coal, 17½; U. S. 5-20s, called bonds, 114¼; Tennessee 6s, old, 48; do. 6s, new, 46½; do. 6s, n. s., 46; Virginia 6s, consol., 2d series, 46; Missouri 6s, 1878, 103; do. 6s, long bonds, 102½; North Carolina 6s, issued to N. C. R. R., A. and O., 45; South Carolina 6s, new, non fund., 4¾; Brooklyn 6s, W. L., 104. The latest quotations are: Pacific Mail, 40¼@40¾; Western Union Telegraph, 75¾@75½; Atlantic and Pacific Tel., 18½@19; Quicksilver Mining, 17¾@18; do. pref., 23¼@23½; Mari-pasa Land and Mining, 6¼@8; Adams Exp., 101¼@102; American Exp., 59¼@59¾; U. S. Express, 49@50; Wells-Fargo Express, 81½@82; Chicago and Alton, 96½@97½; Cleveland and Pittsburg, 89¾@89½; Chicago and Northwestern, 38½@38¾; do. pref., 52¼@52¾; Chicago Rock Island and Pacific, 104½@104¾; Chicago, Milwaukee and St. Paul, 85½@85¾; do. pref., 65¼@65½; Cleveland, Columbus, Cincinnati and Indianapolis, 57½@58½; Columbus, Chicago and Indiana Central, 5@5½; Delaware, Lackawanna and Western, 119½@119¾; Erie, 15½@15¾; Hannibal and St. Joseph, 23@23¼; do. pref., 27½@28; Lake Shore and Michigan Southern, 60¾@60½; Michigan Central, 64¾@65; New York and Harlem, 132½@133½; N. Y. Central and Hudson River, 105@105¼; Central of New Jersey, 105@105½; Ohio and Miss., 18@18½; Panama, 128@128½; Toledo, Wabash and Western, 5¾@6; Pacific R. R. of Missouri, 11½@11¾; Union Pacific, 71¼@72; do. 1st mort., 102½@

103; do. 7s, land grant, 98¼@98¾; do. sinking fund 8s, 87¾@88; Central Pacific 6s, gold, 104¼@104¾.

**Boston.**—Michigan Air Line 8s, 1890, 56; Burlington and Missouri River R. R. in Nebraska, 38½; do. 8s, new, 90; do. 8s, conv., 91¾; Eastern R. R. 7s, 1883, 65; Ottawa, Oswego and Fox River Valley R. R. 8s, 106; Illinois Grand Trunk 8s, 106½; Old Colony 7s, 1894, 110¾; do. 6s, 1895, 102½; Boston and Maine 7s, 1893, 110¾; Fitchburg R. R. 7s, 111½; Cedar Rapids and Missouri 7s, 1916, 93¾; Portsmouth, Gt. Falls and Conway 7s, guar., 57½; Phila., Wilm. and Balt. 6s, 1887, 101¾; Eastern (N. H.) R. R., 25; New Bedford R. R., 113¼; Summit Branch R. R., 37; Rutland pref., 15; do. scrip No. 6 and 7, 37¾; South Boston Horse R. R., 60; Cheshire R. R., 40½; do. 6s, 1880, 98¾; New York and New England R. R., 19½; Cambridge Horse R. R., 105; Boston, Clinton and Fitchburg R. R. 70; Brookline Land, 4; Quincy Railroad Bridge Co., 105; East Boston Co., 19¾; Maine 6s, 1880, 105½; do. 1883, 106½; do. 1889, 106¾; Boston 6s, 1880, 105; do. 1876, 104¼; do. 1903, 108; Cook Co., Ills., 7s, 103; Chicago 6s, 1880, 98¾; Cincinnati 7 3 10s, 101¾; Chelsea 6s, 1895, 104¾; Portland 6s, 1895, 102¼; do. 1907, 100¾; St. Louis County 7s, 1881 and 1885, 104; do. 1905, 103½; do. 7s, 1880, currency, 104¼.

**Philadelphia.**—Pittsburg, Cin. and St. Louis 7s, 75; Susq. Canal 6s, 77½; do. 6s, pref., 87½; West Jersey 7s, 103½; do. 6s, 99½; Belvidere Delaware 2d mort., 95; do. 3d mort., 91½; Lehigh Valley consol. mort. 6s, 99½; Northern Pacific R. R. 7-30s, 15¾; Schuylkill Nav. 6s, 1895, 78¾; Huntingdon and Broad Top Mt. 7s, consol., 55¼; Connecting R. R. bonds, 94; Pennsylvania and New York 7s, 108; Ithaca and Athens 7s, 101½; Morris Canal pref., 128; Fifth and Sixth Sts. R. R., 62; Ridge Av. R. R., 63; East Penn. R. R., 41; Penn. Canal, 9. The latest quotations are: City 6s, 105@105¼; do. free of tax, 109¼@109½; Pennsylvania State 6s, 2d series, 105½@106¼; do. 3d series, 113@113¾; Philadelphia and Reading, 55½@55¾; do. Gen'l mort. 7s, coup., 109@109½; do. reg., 109¼@110; do. mort. 6s, 1880, 105@—; do. 7s, new conv., 108½@109; do. 7s, 1893, 106@—; United New Jersey R. R. and Canal Co., 132½@133; Camden and Amboy mort. 6s, 1889, 103¾@—; Pennsylvania R. R., 50¾@50¼; do. 1st mort., 105¼@105½; do. general mort. coupon, 101¾@102¼; do. reg., 101¾@102; Little Schuylkill R. R., 51½@52; Morris Canal, 52½@—; do. pref., 128@130; do. 6s, 100@—; Susq. Canal, 8@—; do. 6s, 77@78; Schuylkill Nav., 7½@—; do. pref., 15@15¼; do. 6s, 1882, 81¾@82; do. 1872, 97@97¼; do. 6s, Imp., 91@—; Elmira and Williamsport pref., 38@40; do. 7s, 103½@—; do. 6s, 61@—; Lehigh Coal and Navigation, 50¾@51; do. 6s, 1884, 102@102; do. R. R. Loan, 101¼@—; do. Gold Loan, 105@105¼; North Pennsylvania, 52½@53; do. 6s, 105@—; do. 7s, 104@105; do. Gen'l mort. 7s, 104½@105; Philadelphia and Erie, 19½@19¾; do. 6s, 97@98; do. 7s, 88½@89; Minehill, 54@54½; Catawissa, 18@18½; do. pref., 44@44½; do. new pref., 42½@43; do. 7s, 1900, 105@—; Lehigh Valley, 62@62½; do. 6s, new coupon, 105@—; do. reg., 106@106; do. 7s, 109¼@109¾; do. 6s, consol. mort., 99½@100; Fifth and Sixth streets (horse),



62½@65; Second and Third, 79@82; Thirteenth and Fifteenth, 84@85; Spruce and Pine, 32½@33; Green and Coates, 55@56½; Chestnut and Walnut, 92½@94; Hestonville, 28½@28¾; Germantown, 56@—.

**Baltimore.**—Virginia and Tennessee 8s, 72¼; Baltimore and Ohio R. R. pref., 102; Maryland Defense 6s, 111; Balt. 6s, 1875, 104; do. 1884, 106; do. 1902, 107; Santa Clara Mining 21¼; do. bonds, 85; Atlantic Coal, 2.50. The latest quotations are: Wilmington and Weldon 7s, 97@99; Wilmington, Columbia and Augusta 7s, 50@52; Richmond and Danville 1st mort., 69½@71; Pittsburg and Connellville 7s, 1898, 103½@104; Baltimore and Ohio 174@180; do. 6s, 1880, 105@108; do., 1885, 105¼@108; Washington Branch, 118@145; Northern Central, 81¼@82; do. 6s, 1877, 100@—; do. 6s, 1885, 101@103; do. 6s, 1900, 95½@100; do. 6s, 1900, gold, 97¼@99; N. W. Va. 3d mort. 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 107¼@108; do. 2d mort. 7s, 96¼@96½; do., 3d mort. 8s, 78¼@78½; Central Ohio, 41½@42; do. 1st mort., 99½@100; Western Maryland, 5½@6½; do. 1st mort. 6s, 1890, 88@90; do. 1st mort. guar., 106@108; do. 2d mort. guar., 106@108; do. 3d mort. guar., 106@106½; do. 2d mort. pref., 87@91; do. 2d mort., guar. by Washington Co., 97@100; Virginia and Tennessee 2d mort. 6s, 72@74; do. 3d mort. 8s, 72@74; Orange and Alexandria 1st mort. 6s, 80@88; do. 2d mort. 6s, 70@74; do. 3d mort. 8s, 70@72; do. 4th mort. 8s, 56@57; Orange, Alex. and Manassas 7s, 79¼@80; Baltimore 6s, 1875, 104@104½; do. 1884, 106@107; do. 1886, 106@107; do. 1890, 107@107¼; do. 1900, 106@107; do. 1902, 106½@107; do. 6s, exempt, 109@110; do. 5s, 88@100; Memphis City 6s, 30@38; Maryland Defense 6s, 1888, 110¾@111; do. 6s, 1890, 104@110; do. 6s, exempt, 110¾@111; do. 5s, 88@100; Virginia coupon 6s, old, 38@40; do. new, 41@45; do. consol. 6s, 66@67; Virginia coupons, 91@91¼; West Virginia def. certif., 9@9½; City Passenger R. R., 28@30; George's Creek Coal, 135@145; Atlantic Coal, 2.00@—; Am. Gas Coal, 20@30; Canton Co., 35@40.

#### Baltimore and Ohio Railroad.

From the report of this company for the year ending September 30, 1875, it appears that the gross earnings of the main stem were \$10,514,178 97, the expenses \$6,181,972 50, and the net earnings \$4,332,206 47. The total earnings of the road, including the main stem and branches and western divisions, were \$14,426,552 27, the expenses \$9,986,543 67, and the net earnings \$4,490,008 60. The surplus fund of the company now amounts to \$34,023,566 83. The entire mortgage indebtedness in currency and sterling is \$28,716,384 58—showing that the surplus fund representing the capital derived from the net earnings invested in its branch and connecting roads and in improvements constructed on the main stem, which is not represented by either stock or bonds, exceeds the entire mortgage debt of the company \$5,807,232 35.

The Brooks Locomotive Works, Dunkirk, N. Y., have sold to the Illinois Central Railroad 2, 17×24 and 3, 16×24 locomotives, and are building for the Cincinnati and Westwood Railroad, narrow gauge, one 3 ft, gauge engine.

#### The National Banks.

The following is an abstract of reports made to the Controller of the Currency, showing the condition of the national banks in the United States at the close of business on Friday, the 1st day of October, 1875:

RESOURCES.	
Loans and discounts.....	\$980,222,951 34
Overdrafts .....	4,468,483 06
United States bonds to secure circulation .....	370,521,700 00
United States bonds to secure deposits .....	14,097,200 00
United States bonds on hand.....	13,989,950 00
Other stocks, bonds and mortgages .....	33,505,045 15
Due from approved reserve agents .....	85,701,259 82
Due from other national banks ..	47,028,759 18
Due from State banks and bankers ..	11,963,768 90
Real estate, furniture and fixtures ..	42,366,647 65
Current expenses and taxes paid ..	7,841,213 05
Premiums paid.....	8,670,091 18
Checks and other cash items.....	12,758,872 03
Exchanges for Clearing-house....	75,142,863 45
Bills of other national banks .....	18,528,837 00
Fractional currency.....	2,595,641 78
Specie.....	8,050,329 73
Legal-tender notes .....	76,463,734 00
United States certificates of deposit for legal-tender notes....	48,805,000 00
Five per cent redemption fund....	16,233,192 30
Due from the United States Treasurer.....	3,453,768 00
<b>Total.....</b>	<b>\$1,882,209,307 62</b>

LIABILITIES.	
Capital stock paid in.....	\$504,829,769 00
Surplus fund.....	134,356,076 41
Other undivided profits.....	52,964,953 50
National bank notes outstanding ..	318,350,379 00
State bank notes outstanding....	772,348 00
Dividends unpaid.....	4,003,534 90
Individual deposits.....	664,579,619 39
United States deposits.....	6,507,531 59
Deposits of United States Disbursing Officers.....	41,271,195 19
Due to other national banks.....	129,810,681 60
Due to State banks and bankers....	49,918,530 95
Notes and bills rediscounted ....	5,254,453 66
Bills payable.....	6,590,234 43
<b>Total.....</b>	<b>\$1,882,209,307 62</b>

Number of banks, 2,087.

#### Southern Pacific Railroad.

On the recommendation of government commissioners Foulke, Brown and Sullivan, the President has accepted the section of fifty miles of railroad constructed in a southeasterly direction from Spadra, California, as a part of the road which the Southern Pacific Railroad Company, of California, was authorized to build from Tehachapa Pass via Los Angeles, to connect with the Texas Pacific railway at or near the Colorado river. This section makes a total of one hundred miles of said extension accepted to date.

A special meeting of the stockholders of the Baltimore and Ohio Railroad Company is called for the 15th of December to consider the arrangement by which the Baltimore and Ohio Company agrees to operate the Pittsburg and Connellsville road for a term of years, and agrees to guaranty the payment of the mortgage bonds of the Pittsburg and Connellsville Company.

G. B. Roberts has been elected President and Albert Hewson Secretary and Treasurer of the Alexandria and Fredericksburg Railway Company.

## Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

## Hatch & Foote,

BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

**INVENTORS.** If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case. Our fee will be in ordinary cases, \$25. *Advice free.* Address LOUIS BAGGER & CO., Washington, D. C. Send Postal Card for our "GUIDE FOR OBTAINING PATENTS," a book of 50 pages.

#### The National Debt.

The following data with reference to the national debt will be read with interest at the present moment, and also the remarks of Mr. Edward Young, of the Bureau of Statistics, addressed to Mr. William Watson, of this city: The highest point of the public debt ever reached was in 1866, and was..... \$2,783,425,879 On the 1st of this month it stood . 2,118,397,212

Reduction in nine and one-third years..... \$665,028,667

It is computed on the best authority that about two-thirds of the indebtedness is held in Europe, leaving \$700,000,000 held in the United States. "It would be," says Mr. Young, "of particular advantage if the greater proportion of our public debt was held in this country, and thus prevent the continued drain of gold to pay the interest."

At a meeting of the directors of the Rome, Watertown and Ogdensburg and Syracuse Northern Railroad Companies, held on the 19th of October, an agreement of consolidation of the two companies was effected, under the name of the Rome, Watertown and Ogdensburg Railroad Company, to continue under the management of its present officers, as follows: Marcellus Massey, President; Talcot H. Camp, Vice President; J. A. Lawyer, Secretary and Treasurer.

The directors of the Third Avenue (New York) Railroad company, recently elected, are: Samuel L. Phillips, Henry Hart, William Remsen, Thurlow Weed, Robert George Remsen, Jonathan W. Allen, Samuel Hall, Moses Mitchell, Henry Morrison, James D. Smith, Frederick B. Noyes, Alexander S. Webb, John M. Samler. Inspectors—Michael Emanuel, Henry Remson, Lewis Lyon.

John B. Peters has been appointed Superintendent of the Scioto Valley Railroad, with headquarters at Columbus, Ohio.

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST														PASSENGER RAILROAD BONDS.													
Years ending.	Length track eqv. single.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.			Value of Shares.			COMPANIES.	Amount outstanding.	Interest Rate.	Payable.	Principal Payable.	Maturity.							
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.	Market.													
Sept. 30, '74	0.60	122	43	Albany.....N.Y.	201,244	200,000			110,953	35,070	61	100	100	Albany:													
Sept. 30, '74	1.04			Albany st. Freight (B'ton).Mass.	49,258	75,000			5,238	4,138				1st Mortgage.....	80,000	7	J. & J.	1883	...								
Sept. 30, '74	25.00	469	87	Atlantic Avenue (Bklyn).N.Y.	762,670	680,000	655,000	14,407	295,040	63,201				Atlantic (Bklyn) Ave.:													
Sept. 30, '74	11.83	367	55	Avenue C (N.Y. City).N.Y.	1,600,000	500,000	900,000	200,000	297,301	49,702				1st Mortgage.....	115,000	7	A. & O.	1881	...								
Sept. 30, '74	9.25	707	103	Baltimore City (Balt.).Md.	1,000,000	1,000,000								2d Mortgage.....	100,000	7	A. & O.	1884	...								
Sept. 30, '74	24.00	432	60	Bleeker st. & F.F. (N.Y.C.).N.Y.	1,801,614	900,000	694,000	51,540	259,640	46,487				Consolidated Mortgage...	440,000	7	J. & J.	1885	...								
Sept. 30, '74	5.82			Boston and Chelsea.....Mass.	110,000	110,000			3,800	7,478				Avenue C:													
Sept. 30, '74	13.87	297	58	Broadway (Brooklyn).N.Y.	469,264	200,000	200,000	47,531	311,548	32,590				1st Mortgage.....	900,000	7	A. & O.	1896	...								
Sept. 30, '74	16.25	1200	149	B'dway & 7th Av.(N.Y.C.).N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	287,962				Bleeker St. & Fulton Ferry:													
Sept. 30, '74	7.55	4	32	Brooklyn, Bath & Coney I.N.Y.	245,048	140,000	80,000		174,928	32,566				1st Mortgage.....	694,000	7	J. & J.	1880	...								
Sept. 30, '74	81.50	2091	429	Brooklyn City.....N.Y.	2,430,000	2,000,000	300,000	70,000	56,957	24,616				Broadway (Brooklyn):													
Sept. 30, '74	18.50	264	74	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	96,123				1st Mortgage.....	200,000	7	J. & D.	1882	...								
Sept. 30, '74	19.83	301	64	Brooklyn, Cross-Town.....N.Y.	717,872	396,000	300,000	2,300	380,392	287,962				Broadway and 7th Avenue:													
Sept. 30, '74	10.50	402	80	Buffalo East Side.....N.Y.	189,389	28,000	189,323		182,551	103,572				1st Mortgage.....	600,000	7	"	1884	...								
Sept. 30, '74	17.62	380	92	Buffalo street.....N.Y.	625,252	100,000	431,000	147,403	287,597	107,922				Brooklyn, Bath & Coney I.:													
Sept. 30, '74	11.00	167	31	Bushwick (Brooklyn).....N.Y.	400,650	302,000	102,000	2,005	77,023	6,919				1st Mortgage.....	80,000	7	J. & J.	1890	...								
Sept. 30, '74	29.31			Cambridge (Boston).....Mass.	800,500	800,500	150,000		75,045	75,045				Brooklyn City:													
Sept. 30, '74	24.00	1026	142	Cen. P. & N.E.R. (N.Y.C.).N.Y.	2,011,292	1,676,700	1,200,000	11,111	331,709	103,128				1st Mortgage.....	300,000	7	"	1882	...								
Oct. 31, '74	9.11	350	48	Citizens' (Phila.).....Pa.	232,476	192,750			363,451	103,068				Brooklyn City & Newtown:													
Oct. 31, '74	9.07	212	36	Citizens' (Pittsburg).....Pa.	179,870	184,000	50,000	4,000	192,301	38,976				1st Mortgage.....	400,000	7	J. & D.	1879	...								
Oct. 31, '74	15.03	240	24	Coney Island & Brooklyn.N.Y.	716,759	500,000	307,000	37,945	225,020	71,312				Brooklyn Cross-Town:													
Sept. 30, '74	11.25	1010	134	Dry Dock, E.B. & B. (N.Y.C.).N.Y.	1,125,043	1,200,000	915,500		901,750	200,595				1st Mortgage.....	300,000	7	J. & J.	1888	...								
Oct. 31, '74	1.46	10	3	Easton and S. Easton.....Pa.	29,562	29,562			8,000	1,801				Buffalo Street:													
Sept. 30, '74	10.00	1108	132	Eighth Avenue (N.Y. City).N.Y.	1,782,903	1,000,000	203,000	95,000	822,459	135,940				1st Mortgage.....	100,000	7	M. & N.	1893	...								
Oct. 31, '74	7.75			Empire (Philadelphia).....Penna.	106,000		200,000		139,836	12,460				Bushwick:													
Oct. 31, '74	5.59	61	24	Federal St. & Pl. Val. (Pbg.).Pa.	149,311	77,725	75,000		48,209	9,719				1st Mortgage.....	102,000	7	J. & J.	1880	...								
Sept. 30, '74	10.26	540	72	Gr'd St. & Gr'd St. F. (N.Y.C.).N.Y.	1,054,679	748,000	236,000	51,111	346,778	48,224				Cambridge (Boston):													
Oct. 31, '74	17.37	401	58	Frankford & Southwark (Ph.).Pa.	851,309	500,000	300,000		422,618	92,311				1st Mortgage.....	18,500	6	"	1881	...								
Sept. 30, '74	4.00	28	8	Genesee & Water St. (Syr.).N.Y.	67,970	42,500	19,000		24,538	7,931				Central Park, N. & E. River:													
Oct. 31, '74	34.09	867	63	Germantown (Phila.).....Pa.	601,719	309,666	350,000		406,111	98,312				1st Mortgage.....	550,000	7	F. & A.	1882	...								
Sept. 30, '74	8.00	200	40	Gr'd St. & Newtown (Bk'n).N.Y.	314,965	170,000	90,000	19,492	91,891	10,159				2d Mortgage.....	550,000	7	M. & N.	1890	...								
Sept. 30, '74	8.00	200	40	Gr'd St. Prosp. Pk. & Flatbush.N.Y.	455,716	200,000	200,000	90,881	143,338	58,834				Coney Island & Brooklyn:													
Oct. 31, '74	7.25	200	40	Green and Coates st. (Phila.).Pa.	256,701	150,000	100,000		179,333	79,313				1st Mortgage.....	307,000	7	J. & J.	1877	...								
Sept. 30, '74	11.95	171	24	Harla. Br. Morr. & F'dham. N.Y.	297,196	299,100	133,000		94,334	20,778				D. Dock, E. Bdw. & Battery:													
Sept. 30, '74	11.68	398	60	Hous. W. st. & Pavana Fy. N.Y.	700,000	238,750	478,500							1st Mortgage (Consol.)...	915,000	7	J. & D.	1891	...								
Oct. 31, '74	11.34	331	63	Hest, Mant. & F'mount (Ph.).Pa.	402,379	300,000	100,000		307,331	83,911				Eight Avenue (N.Y.):													
Sept. 30, '74	6.50	292	53	Highland (Boston).....Mass.	432,087	200,000	74,000	238,217	195,067	35,056				1st Mortgage.....	203,000	7	J. & J.	1890	...								
Sept. 30, '74	10.50	120	32	Jamaica, Wood'n & Bklyn.N.Y.	100,000	100,000			25,496	278				Empire:													
Sept. 30, '74	3.86	33	9	Kingston and Rondout.....N.Y.	91,707	75,000		6,000	21,755	1,078				1st Mortgage.....	150,000	7	"	1896	...								
Oct. 31, '74	5.32	123	21	Lombard and South st. (Ph.).Pa.	179,816	150,000	60,000		101,319	39,412				Frankford and Southwark:													
Sept. 30, '74	4.87	48	12	Lowell Horse.....Mass.	97,509	93,100		4,500	29,317	243				1st Mortgage.....	155,500	7	J. & J.	1877	...								
Sept. 30, '74	12.62	241	37	Lynn and Boston.....Mass.	291,296	200,000	35,500	57,609	168,905	14,817				2d Mortgage.....	100,000	7	J. & J.	1881	...								
Sept. 30, '74	3.46			Medford & Charlestown (Bin).Mass.	33,414	21,000			800	780				Grand st. P. P. & Flatbush:													
Sept. 30, '74	5.30	54	15	Merrimack Valley.....Mass.	80,390	50,000			36,063	2,571				1st Mortgage.....	201,000	7	"	1891	...								
Sept. 30, '74	49.24	1396	236	Metropolitan (Boston).....Mass.	2,621,613	1,500,000	187,000	884,196	1,093,888	150,802				Grand St. & Newtown:													
Sept. 30, '74	15.97	312	63	Middlesex (Boston).....Mass.	684,881	400,000	228,000	235,518	252,795	63,293				1st Mortgage.....	90,000	7	A. & O.	1887	...								
Sept. 30, '74	3.82	33	8	New Bedford & Fairhaven.Mass.	80,830	50,000		29,230	24,193	1,973				Green and Coates street:													
Sept. 30, '74	6.37	32	8	Newburyport & Amesbury.Mass.	46,854	37,250		9,734	1,351	686				1st Mortgage.....	100,000	7	J. & J.	1875	...								
Sept. 30, '74	4.00	16	4	New York Elevated.....N.Y.	1,500,000	798,300	300,000	108,321	81,047	2,072				Harl. Br. Morr. & Fordh.:													
Sept. 30, '74	7.50	47	9	New Wausburg & Flatbush.N.Y.	600,000	300,000	300,000	9,297	74,480	10,010				1st Mortgage.....	133,000	7	"	1896	...								
Sept. 30, '74	6.10	240	30	Ninth Avenue (N.Y. City).N.Y.	999,422	797,320	207,000	19,708	104,794	10,422				Hestonv. Mantua & Fairm.:													
Sept. 30, '74	3.20	13	3	Northampton.....Mass.	50,125	50,000		7,955	6,812	Loss				1st Mortgage.....	125,000	6	J. & D.	1880	...								
Sept. 30, '74	11.24	154	30	North 2d St. & Middle Vil. N.Y.	223,165	134,600	25,000	66,967	81,289	2,974				Lynn and Boston													
Sept. 30, '74	2.69	8	3	North Woburn (Boston).....Mass.	32,622	21,000		8,000	5,125	1,188				1st Mortgage.....	50,000	6	A. & O.	1879	...								
Oct. 31, '74	1.71	212	46	Orange and Newark.....N.J.	1,041,157	290,300	700,000	28,000	214,267	11,888				Malden and Melrose:													
Sept. 30, '74	14.40	160		Park Avenue (Brooklyn).N.Y.	398,191	200,000	200,000	113,373	118,962	30,754				1st Mortgage.....	75,000	6	A. & O.	1886	...								
Oct. 31, '74	21.26	613	112	Philadelphia City (C. & W.).Pa.	789,136	475,000	200,000	74,136	443,74																		



## Official List of Patents Issued by the United States Patent-Office.

[FOR THE WEEK ENDING NOVEMBER 12, 1875.]

## MECHANICAL AND RAILROAD.

- 169,114. Pulleys or Gear Wheels, J. B. Mason, Quincy, Mass.
- 169,121. Rock Drills, G. B. Seddon, New York.
- 169,124. Lubricators, W. P. Stephenson, Waverly, Iowa.
- 169,126. Apparatus for Lighting Railway Cars, J. Story, Washington, D. C.
- 169,140. Railroad Car Windows, A. Brandon, New York.
- 169,151. Making Patterns for Castings, W. E. Craig, Indianapolis, Ind.
- 169,167. Combined Air Heaters and Boilers, J. Harris, Pittsburg, Penn.
- 169,169. Car Couplings, J. Harris, Paola, Kansas.
- 169,174. Piston Packings, C. R. James, Jersey City, N. J.
- 169,190. Clicks for Ratchet Wheels, E. H. Perry, Lancaster, Penn.
- 169,198. Treating Quicksilver Ore, J. P. Sieveking, Altona, Prussia.
- 169,201. Car Couplings, J. B. Smith, Hepworth, Canada.
- 169,208. Socket Couplings, A. H. Wadleigh, San Francisco, Cal.
- 169,225. Tubular Boilers, J. Barton, Williamsport, Penn.
- 169,233. Motive Powers, E. Brettell, Evansburg, Penn.
- 169,237. Railroad Rail Joints, L. Chilson, Woonsocket, R. I.
- 169,241. Track Clearers, J. Doman, Bay City, Mich.
- 169,249. Steam Engines, S. B. Frank, Marshall, Mo.
- 169,261. Casting Iron, W. Hainsworth, Pittsburg, Penn.
- 169,266. Railroad Rail Joints, W. H. Horman, New York.
- 169,269. Rotary Steam Engines, J. C. Johnson, Boston, Mass.
- 169,304. Car Couplings, F. L. Small, Houlton, Me.
- 169,322. Elevated Railways, J. Westcott, Toco, Florida.

## MINING.

- 169,121. Rock Drills, G. B. Seddon, New York.
- 169,198. Treating Quicksilver Ore, P. Sieveking, Altona, Prussia.

## REISSUE.

- 6,716. Rock Drills, W. R. King, U. S. A. Old Patent No. 53,305, dated March 20, 1866.

## SHEET METAL.

- 169,109. Oil Cans, E. Knesener, Cincinnati, Ohio.
- 169,192. Soldering Processes, M. A. Richardson, Bridgeport, Conn.
- 169,320. Annealing Metals, J. H. Warrington, Camden, N. J.

A branch railroad eight miles long is being built from Cooke's furnace, in Botetourt, Va., to Clifton Forge, on the Chesapeake and Ohio Railroad. A large foundry has also been erected at the furnace.

The stockholders of the Gallipolis, McArthur and Columbus Railway being unable to complete their road, the Michigan and Ohio Company offers to complete it, if the right of way and

\$5,000 per mile is secured, to Columbus, Ohio, and take the stock of the road at par.

## The Coal Trade.

For the week ending on the 6th instant the anthracite coal tonnage amounted to 476,864 tons, and for the year to 17,436,826 tons, against 17,614,488 tons to corresponding date last year, a decrease of 177,657 tons. The bituminous tonnage for the week was 83,246 tons, and for the year 3,366,395 tons, making a total of all kinds for the week of 560,110 tons, and for the year 20,803,221 tons, against 20,750,986 to corresponding date last year, an increase of 52,235 tons. The quantity of coke and coal transported over the Pennsylvania Railroad for the last week was 144,706 tons, and for the year 3,659,014 tons, of which 2,988,349 was coal, and 583,471 coke. This embraces all the coal carried both east and west. The receipts of coal over the Lehigh Valley branch road from Easton to Perth Amboy for the week ending on the 6th instant were 16,899 tons, making the total received to that date 277,307 tons. The shipments for the week were 14,040 tons, making the total shipments to that date, 250,875 tons, and leaving on hand 30,698 tons. The Philadelphia Ledger, from which the above is obtained, adds:

The only feature of the anthracite coal trade commanding special remark this week is that of overproduction. The present overstock of coal, which is said to be larger than ever before, must be by some practical operation lessened. At Port Richmond for the week ending the 13th instant there were receipts of 60,000 tons of coal, shipments of 60,000 tons, leaving 153,000 tons on hand. While this amount of coal on hand shows a reduction of 42,000 tons, as compared with the close of the previous week, the stock there is nevertheless very immense. In fact, very few of our readers are aware of the immensity of the coal movement at Port Richmond alone. We learn that "the receipts of 13,000 tons of coal per day involves the discharge of a train of cars six miles in length, which, under the circumstances of a full wharf and a scarcity of vessels, seems almost a physical impossibility." The aggregate amount of coal now deposited on the Port Richmond wharves—153,000 tons—would fill a train of cars 67½ miles long, and would reach back on the Reading Railroad nearly three fourths the distance to the mines from whence the coal came. For the week ending with the last of October the receipts of coal at Port Richmond were some 80,000 tons, the next week 45,000 tons, and last week, as above given, 60,000 tons. All the operators there have very heavy stocks, but the Reading Coal and Iron Company, being the largest operators, necessarily have the largest amount. A lessening of the supply of cars by the Reading Railroad Company is an apparent necessity, there being no room on the wharves for the coal. We see it stated that the Lehigh and Wilkesbarre Coal Company and the Delaware and Hudson Canal Company have commenced a shortening of the daily hours of labor in order to bring their overstocks of coal within working control, and all the other regions are having resort to some policy to bring down the production to the demand for coal in the market, which is now quite limited, and yet the prices of most sizes of Schuylkill coal are 25 to 50 cents per ton lower than they were in November last year. Some other coal regions have put down the prices of coal 35 to 80 cents per ton. With so large a supply of coal at weak prices users are slow in sending their orders, the apprehension of higher prices from a scarcity of coal later in the season being somewhat removed. The demand for coal by the Eastern manufacturers on the lines of the roads, and for steam marine purposes, is quite light, the orders being largely confined to dealers for special sizes and qualities of coal.

## THE

## UPHOLSTERERS' ELASTIC SPONGE

## COMPANY,

No. 42 LAWRENCE STREET,  
NEWARK, N. J.,

Invite the attention of the trade to their make of **Elastic Sponge** for all Upholstering purposes. This sponge is prepared by an entirely new process (secured by letters patent), free from all the deleterious materials heretofore used in preparing sponge. This make of **Elastic Sponge** is chemically prepared, is dry, and never loses its elasticity; and, by the peculiarity of its preparation, renders insect life of every kind impossible. For particulars, address

GEORGE R. DUNN, Manager.

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For Rolling Mills, Furnaces, Foundries, Miners' Use.

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FAIRBANKS & CO., 53 Camp Street, N. w Orleans.  
FAIRBANKS & CO., 93 Main Street, Buffalo, N. Y.  
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.  
FAIRBANKS & CO., 403 St. Paul's Street, Montreal.  
FAIRBANKS & CO., 24 King William St., London, Eng.  
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.  
FAIRBANKS & EWING, Masonic Hall, Phila., Pa.  
FAIRBANKS, MORSE & CO., 111 Lake St., Chicago.  
FAIRBANKS, MORSE & CO., 139 W. nut St., Cin. O.  
FAIRBANKS, MORSE & CO., 182 Superior St., Cleve'd., O.  
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburg.  
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.  
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MANUFACTURERS,

**E. & T. Fairbanks & Co.,**

ST. JOHNSBURY, VT.

For sale by leading Hardware Dealers.

**Commerce of New York.**

The foreign imports at New York for the month of October, 1875, are officially stated as follows:

	1874.	1875.
Entered for consumption	\$12,877,631	\$10,472,066
Do. for warehousing	6,009,809	4,203,764
Free goods	9,195,895	5,390,015
Specie and bullion	416,395	1,818,033

Total entered at port	\$28,498,730	\$21,878,878
Withdrawn fr. warehouse	8,910,486	7,983,269

The foreign imports at New York for ten months from January 1, were:

	1874.	1875.
Entered for consumption	\$150,994,130	\$128,983,650
Do. for warehousing	95,993,351	81,252,700
Free goods	92,252,831	75,287,937
Specie and bullion	5,453,284	11,770,651

Total entered at port	\$344,698,596	\$297,294,938
Withdrawn fr. warehouse	92,750,740	85,062,159

The duties received at New York for ten months ending October 31, were:

	1874.	1875.
January	\$10,042,084 05	\$8,072,846 12
February	10,186,365 08	11,811,046 95
March	10,793,792 81	10,323,619 78
April	9,596,770 71	9,603,087 82
May	8,369,597 45	7,474,171 61
June	7,899,243 17	6,656,462 06
July	9,654,569 49	9,273,546 61
August	11,802,593 20	11,417,505 51
September	11,400,273 11	10,163,829 28
October	8,678,567 56	8,208,316 27

Total.....\$98,423,856 63 \$93,004,432 01

The exports from New York to foreign ports in the month of October, were:

	1874.	1875.
Domestic produce	\$23,395,284	\$22,606,151
Foreign free goods	249,674	118,611
Do. dutiable	640,594	581,819
Specie and bullion	1,614,753	1,969,601

Total exports	\$25,900,305	\$25,276,182
Do. exclusive of specie	24,285,552	23,306,581

The exports from New York to foreign ports for ten months from January 1, were:

	1874.	1875.
Domestic produce	\$232,658,284	\$202,166,922
Foreign free goods	1,872,328	1,663,909
Do. dutiable	5,916,500	5,157,230
Specie and bullion	44,275,907	63,555,805

Total exports	\$284,723,099	\$272,543,866
Do. exclusive of specie	240,447,112	208,988,061

**Chesapeake and Ohio Railroad.**

Mr. Henry Tyson has qualified as permanent receiver of the Chesapeake and Ohio railroad, and given bond in the sum of \$200,000—\$100,000 in the United States Court for this district and \$100,000 in the United States Court for West Virginia. His bondsmen are Messrs. James E. Tyson, Thomas M. Lanahan, Washington Booth and George Small, of Baltimore. Mr. Tyson says he has no new policy to inaugurate, but will endeavor to increase the earnings of the road and to reduce expenses as far as possible. He expresses great interest in the completion of the canal from Buchanan to Clifton Forge, and believes that it will result in great good to the State and prove of advantage both to the railroad and to the canal. —*Richmond Dispatch.*

At the annual meeting of the stockholders of the Bushwick Avenue Railroad Company, the following officers were elected to serve for the ensuing year: William H. Husted, President; A. M. Bliss, Vice President; A. Ivins, Secretary; David Cameron, Treasurer; W. N. Morrison, Superintendent.

The directors of the Panama Railroad Company at their meeting in this city on the 13th inst., unanimously adopted a report of a special committee recommending the purchase of ships necessary to make a tri-monthly line in connection with the company's railroad between New York and San Francisco, and a line between Panama and Central America. In their report the committee state that ten steamers will be necessary. Three of the vessels are to ply between New York and Aspinwall, five between Panama and San Francisco, and two between Panama and Central America.

The earnings of the Franklin Telegraph Company for four years and four months, from April 30, 1871, to September 1, 1875, were \$1,135,516, and the expenditures, \$1,026,953; leaving a net gain of \$108,563.

## HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

**MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT.** Having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

**M. S. Brigham, J. H. Butts, Ag't,**  
KINGSTON, N. Y. 95 LIBERTY ST. N. Y.

## DELAFIELD & BAXTER CEMENT COMPANY.

**MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.** We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

## THE JAMES CEMENT CO.

Manufacture a superior quality of **ROSENDALE CEMENT**, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

**J. B. JAMES, President.**  
**W. G. JAMES, Treasurer.**

41 Dey Street, New York.

ESTABLISHED 1857.

## C. EDWARD HECHT, LEHICTON PAINT WORKS,

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LEADS, ZINCS, COLORS, VARNISHES, DRYERS and PAINTS, "Always Ready" Mixed. ALL COLORS BY THE GALLON.

## LAWRENCEVILLE CEMENT COMPANY.

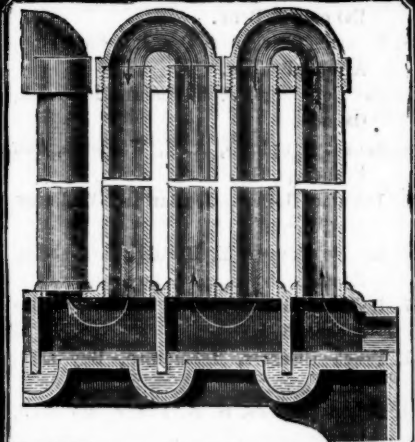
### ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

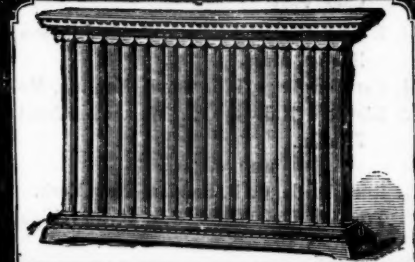
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BY USING INFERIOR HEATING APPARATUS. A MASS OF IRON, COLD, OR AT BEST BUT PARTIALLY WARM IS THE RESULT OF BAD CIRCULATION IN MOST STEAM RADIATORS.



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BEAMS, GIRDERS and JOISTS,  
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**DECK BEAMS, CHANNEL, ANGLE  
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curved to template, largely used in the construction of  
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**Patent Wrought Iron Columns,  
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Oil Well Tubing and Casing.  
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Street Lamp Posts and Lanterns.  
Improved Coal Gas Apparatus.  
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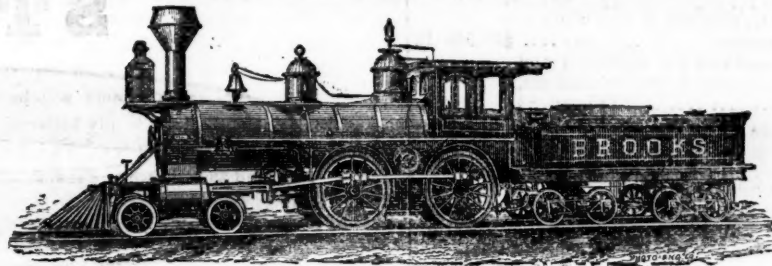
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MANUFACTURING COMPANY,  
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**LOCOMOTIVES,**

EITHER FOR BURNING WOOD OR COAL,  
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF  
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**RAILROAD CARS,**

RAILROAD CAR WHEELS AND CASTINGS,  
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Hot and Cold Punched Nuts, Bolts, Lag Screws and  
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**STEEL & IRON RAILS,**

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STREET RAILS,

Railway Fastenings, etc.

**MILLER & SMITH,**  
43 Exchange Place, N. Y.  
The Nickerson Manufacturing Co. of Scranton,

**Chesapeake and Ohio Canal.**

The regular monthly meeting of the president and directors was held at Annapolis, Md., on the 11th inst. The president submitted his report for the month of October, as follows:

Accrued revenue.....	\$60,566 12
Ordinary expenses for operating and maintaining canal, pay of officers, etc .....	\$17,360 83
Expenses of wharves at Cumberland.....	1,113 77
Extraordinary repairs, dredging, and cost of material for winter use....	2 825 92
	21,300 52

Net revenue..... \$39,255 60

The coal tonnage for October was 112,094 tons, being an increase over the tonnage for October, 1874, of 8,759 tons.

The balance to the credit of the company in the different banks on the 30th of October, was \$108,000 71.

The board appropriated \$50,985 to pay the overdue coupon on the preferred construction bonds of the company, due July 1, 1863, on and after the 17th instant.

The Secretary of the Treasury has issued two calls for the redemption of five-twenty bonds of 1864 and 1865. The first call (being the thirtieth) embraces \$12,785,350 of the five-twenty bonds of 1864, which will complete the subscriptions to make up the amount of \$500,000,000 of the new five per cent bonds authorized by Congress, and closes up the funding operations, so far as the new five per cent bonds are concerned. The second (being the thirty first) is for \$5,000,000 account of the sinking fund, and will exhaust the balance of the five-twenty bonds of 1864, and will commence upon the six per cent five-twenty bonds of 1865 to the amount of \$1,975,400. The interest on these bonds will cease on the 15th of February, 1876.

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The attention of the officers of Railroad Companies is called to a new Album of Designs, showing the various styles of Iron Railway Bridges, Viaducts, etc., that we have constructed and are prepared to construct, which we will send by mail on application to

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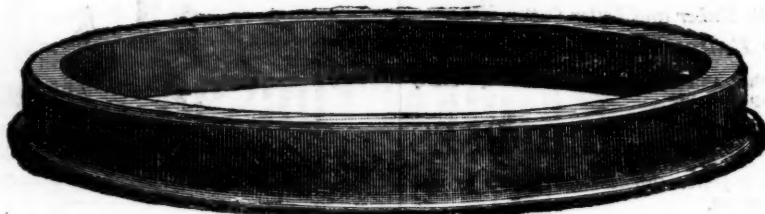
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THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

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# CAMMELL'S CAST STEEL.



ROLLED AT JERSEY CITY

BY

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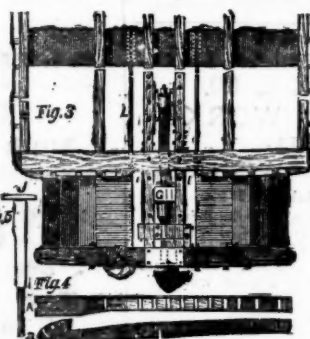
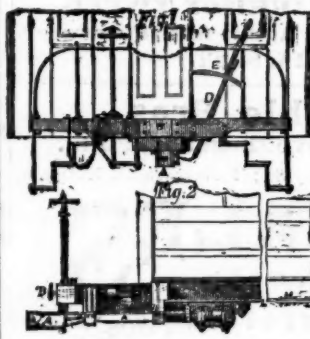
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Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



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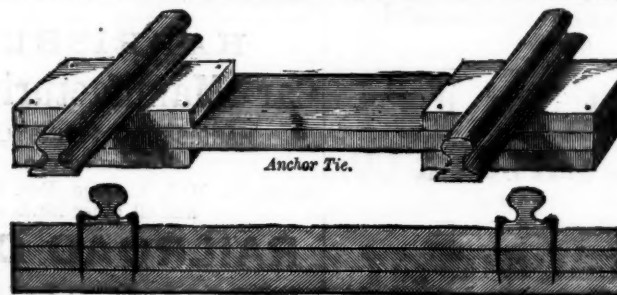


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Send for Illustrated Pamphlet,  
and call and see working Models.  
E. MILLER, Patentee.

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Anchor Tie.

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These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection.

For further particulars, testimonials, &c., apply to

A. B. TRIPLER, Agent, 235 S. Third Street.

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